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American Railroad Journal.

New York, Saturday, July 19, 1862.

The Pacific Railroad.

Elsewhere we publish the Union Pacific Railroad bill in full, as it passed Congress. For the sake of those readers who may not find time to peruse it at length, we give herewith an abstract of its principal provisions. It is much more liberal than was represented in the first reports of it spread before the country. The issue of United States bonds granted, or rather loaned for thirty years, is \$16,000 per mile for those portions of it on this side of the Rocky Mountains and beyond the Sierra Nevada; while for 150 miles in its passage over each of those mountains it is \$48,000, and across the great interior basin, \$32,000 per mile.

There is also granted the right of way for four hundred feet in width, with authority to use stone, timber, etc., on the public lands for construction. Besides these, the government donate five alternate sections of land on each side of the line, those containing minerals being excepted. The lands and bonds are to be transferred as fast as forty consecutive miles of road are completed and accepted, only in the mountains and the great basin the bonds will be issued as twenty mile sections are pronounced to be finished, the gov-

ernment reserving twenty-five per cent. of the ends and fifteen per cent. of the centre until the completion of the whole road.

The work will consist of three or more great links, the Central, known as "the Union Pacific Railroad," starting from some point on the 100th meridian between the south shore of the Republican and the North shore of the Platte, to be designated by the President of the United States. Thence it will proceed by the most central and practicable route to the Western border of Nevada territory, where it will terminate; connecting with the Central Pacific Railroad of California.

The Eastern connections will consist of two or three feeders, one extending from the mouth of the Kansas, passing up its south shore to Fort Riley and thence to the 100th meridian, where it will unite with the "Union" road. Another will proceed from some point of Western Iowa to the same terminus. The Hannibal and St. Joseph Railroad Company may also extend their line through Kansas or Nebraska one hundred miles, so as to connect with either of these roads. Still another connection is authorized from Sioux City, Minnesota, the government in each case offering lands and \$16,000 per mile, on the same conditions. All these companies may consolidate.

The Central Pacific Railroad Company of California are recognized in the bill as the company who are to build the road in California and to whom the appropriations for that purpose are made.

This Company was organized in the spring of 1861, upon the new railroad route through Central California across the Sierra Nevada mountains discovered by T. D. JUDAH, Esq., of California, in the spring and summer of 1861. Railroad surveys were made from Sacramento City, developing a line across the Sierras, with maximum grades of 105 feet per mile, and all the profiles, maps, estimates, reports, etc., sent on to Washington, where they have been during the present session. These maps, profiles, etc., have been of the greatest assistance in the passage of the Railroad bill in convincing Senators and Members, of the entire practicability of the passage of these mountains. The line through California runs from the city of Sacramento, across the Sacramento Valley to Lin-

coln, thence passing up and near Virginiatown and Gold Hill follows Dry Creek, passing near to Auburn, through Neilsburgh, Illinoistown and Dutch Flat, upon the Divide between Bear River and the North Fork of the American, striking the valley of South Yuba at a point about 20 miles above Dutch Flat; thence following the Yuba, it reaches the summit at Donner Lake Pass, distant 112 miles from Sacramento. Thence it descends on the East side of Donner Lake, reaching the Truckee river in 12 miles from the summit, or 124 miles from Sacramento, where all difficulties cease. The line then follows down the Truckee River to Big Bend, a distance of 50 miles further, with no grade over 40 feet per mile, passing about 12 miles north of Virginia City, in Nevada Territory.

This line when built will perform the local trade of Placer, Nevada and Sierra counties, and from Sacramento to Lincoln the entire northern trade will pass over it. In addition to this the immense Washoe trade now employing 2,000 six and eight mule teams in carrying freight at \$80 per ton for 160 miles will pass over this road.

This company have already filed with the Secretary of the Interior, the map and designation of their route as required by section 7, of the bill, and the lands for fifteen miles on each side of their line are to be immediately withdrawn from pre-emption, etc. These lands embrace some of the finest timber lands in the State and are of immense value.

The amount of bonds granted to this company for the portion of their road between Sacramento and the eastern boundary of the State, 140 miles, is \$8,000,000, and of land about 900,000 acres, mostly timbered.

They contemplate an immediate prosecution of the work and intend to have the first 50 miles in operation by August or September, 1862.

It will be observed that this company after reaching the State line are authorized to proceed on in the construction of the road, across the territories, upon the same terms and conditions as are granted to the Union Pacific Railroad Company until the roads meet and unite, which virtually gives them one-half of the road to construct at their option.

The clause in the bill referring to the exemption from public favors of "that part of any road now

one per cent. sinking fund to be invested by Commissioners, and which sinking fund now amounts to \$172,975. The bonds bear 7 per cent. interest, payable semi-annually in New York, and mature in 1886.

This issue of bonds is intended to cover the entire issue of bonds of the company, and to be exchanged at par for the other classes of outstanding bonds, at the option of and on presentation by the holders of the other bonds. Exchanges have been made during the past year to the amount of \$372,000, and the total amount now outstanding, which have been exchanged, is \$1,545,000. None of the sinking fund bonds have ever been sold or put upon the market by the company.

Exchanges are continually going on, and can be made at the office of Messrs. Vermilye & Co., 44 Wall St., N. Y., or at the office of the company in Cleveland, O.

The company has been operating 112½ miles of road on the Southern Division, and about 60 miles on the Northern Division since January 1, 1859—that portion of the road west of Sandusky and east of Beria on the Northern Division having been abandoned since that date. The President in his report says:

In connection with the subject of the Northern Division, we would suggest the propriety, at some future day, of connecting the Northern and Southern Divisions of your road, between Oberlin on the Southern and Elyria on the Northern Division, being a distance of about eight miles, over a very level surface and easy of construction. This would bring Elyria upon the main line of the company's road without increasing the distance between Cleveland and Toledo, and would bring the company's main line into the line of the Cleveland, Columbus and Cincinnati Company at Berea, within twelve miles of Cleveland, instead of at Grafton, which is twenty-five miles. This line should have been unquestionably adopted when the road was originally built, and would save two trains between Elyria and Cleveland, as the trains of the two Divisions would connect at that point.

Should the policy of the company ever require, or its finances warrant a connection of its Northern Division between Sandusky and Fremont, by the construction of twenty-two miles of road between those points, it would, with the Oberlin and Elyria connection, bring the Northern Division into easy working order, by separating the through trains at Fremont, and uniting them again at Elyria, accommodating both divisions with through trains, by running two trains a distance of only fifty-six miles, between Elyria and Fremont, and consolidating them at those points.

This would secure a great saving to the company in working the two divisions, in mileage, maintenance of road, and wear of machinery, and is a subject that should not be over-looked in the future of the road.

The earnings of your road for the current year, amount to \$1,008,637 82-100, showing an increase, as compared with the previous year, of \$83,666 24-100, and the earnings would have shown probably one hundred thousand dollars additional increase, if the connecting roads east had been able during the past winter, to have furnished their proportion of freight cars for the Toledo business, and had promptly taken the freight away.

The cars of this company are loaded at Toledo, and pass from thence to Dunkirk and Buffalo, over the roads of the Cleveland and Erie and Buffalo and Erie Companies, and for the cars of this company used east of Cleveland, it is expected those roads will furnish their cars in return for the Toledo traffic; but while there was a large accumulation of freight at Toledo all of last winter, awaiting transshipment to the east, the car mileage was in favor of this company between Cleveland, Buffalo and Dunkirk, as follows:

December, 1861	268,127 miles.
January, 1862	245,838 "
February, 1862	253,272 "
March, 1862	308,937 "

—showing the use of the equipment of this company between Cleveland and Buffalo, equal to about forty-five cars per day each way, over the road of this company, the use of which, confined to the road of this company, would have relieved Toledo of its accumulated freight, and transferred the accumulation to Cleveland; and in addition to this, for the want of proper transfer platforms and storehouses at Dunkirk, quite a detention of cars occurred at that point, awaiting transshipment by the New York and Erie road; and the books of this company show that cars sent with freight to Dunkirk, averaged about two days longer time in returning than those sent to Buffalo, though the distance traveled was ninety miles greater to and from the latter place.

A large average number of the freight cars of this company, loaded with freight for the N. Y. and Erie road, have been permitted to stand at Dunkirk and Erie during the past winter, on the side tracks, waiting for the New York and Erie road to tranship the freight, when storehouses at that point, built at slight expense by the New York and Erie Company could have stored the freight and released the cars, the use of which was worth \$20 a day each, to this company. This detention has been brought to the notice of the managers of the New York and Erie Company, and it is hoped that it will be remedied another winter.

An arrangement has been entered into between the Cleveland and Erie, and the Buffalo and Erie and this Company, to place in the line by the three companies, and designate them with proper marks, eight hundred and ten freight cars, for the next winter's business, to be used exclusively between Toledo, Dunkirk and Buffalo, which number of cars will greatly facilitate the forwarding of freight from that point, and unquestionably add largely to the tonnage of your road; particularly if proper facilities are afforded at Dunkirk and Buffalo for a prompt disposition of the freight forwarded, and a speedy return of cars.

The winter months show a large and increasing freight business over your road, requiring an additional freight equipment, and necessarily an increased number of freight cars. Thirty-one additional cars were built last fall at the shops of the company, and placed upon the road in time for the winter business, and we have now in process of construction at the company's shops, fifty more, which we now expect to have ready for service the coming winter. To provide the necessary motive power, as the business of the company is changing from a passenger to a freight business, we have adopted the plan of cutting down our surplus passenger engines, and converting them into freight locomotives. Two were re-built last year at the company's shops, and two more are going through the same process this year, and will be ready for next winter's business. We find them fully equal to any new locomotives constructed by the most approved builders.

The freight cars of the Michigan Southern Railroad Company, and the Toledo and Wabash Company, connecting roads of this company on the West, can pass over the compromise gauge of the road of this company to Cleveland, but no further; and could be used by this company during the winter months, in transporting freight loaded at Chicago, and on the Wabash in Indiana, over the roads of those companies and this, to Cleveland, and if necessary over the Mahoning Railroad to Braceville, where the Mahoning road is to intersect the Atlantic and Great Western Railroad now in rapid process of construction to that point. What relief this new line can give this company, as an outlet in the winter for its surplus freight, either by taking it at Cleveland, or at its intersection with the Cleveland and Mahoning road remains to be demonstrated, but should the same state of business occur as existed last winter (and I see no reason why it should not, with the continued increasing business of the country,) the surplus offered at Cleveland by this company,

would nearly supply the Atlantic and Great Western road with freight to its full capacity.

We are disposed to conclude, from the rapid increased tonnage of freight passing over your road during the winter months, and the amount offered during the past winter which could not be forwarded for want of freight cars between Toledo and Buffalo, that the requirements will soon equal two hundred car loads of freight, daily, bound eastward during the winter months, over your road; and allowing the cars six or eight days to make the round trip, with the delays of loading and unloading, the requirements will equal from 1,400 to 1,600 freight cars in the line between Toledo, Dunkirk and Buffalo, which will be nearly double the number now apportioned by the line to this business. The distance from Toledo to Buffalo is 295 miles, with an allotment of 810 freight cars under our present arrangement with the line between Cleveland and Buffalo; while the New York Central, between Buffalo and Albany, a distance of 298 miles, has in service about 8000 freight cars, and is continually adding to their equipment.

It must be apparent to even a casual observer, that much greater facilities in the way of equipments must be afforded for the winter business from Toledo, or additional facilities offered at Cleveland for taking the freight from the cars of the Michigan Southern and Wabash Roads, which can reach that point over your road. We have dwelt more at length upon this point, from the fact that our receipts have been materially impaired during the past winter by the press of freight eastward from Cleveland, and the use of the cars of this Company between Cleveland and Buffalo, and their detention at Dunkirk.

The equipment of the road consists of 32 locomotives, 35 coaches, 10 second class, 12 baggage, 4 mail, 270 stock and box, 33 rack stock, 90 platform 19 gravel and 3 boarding cars.

The number of miles run by locomotives during the past year has been 610,292; by freight cars, 5,520,775; by passenger cars, 1,034,044. The increase in freight car mileage is 2,056,094, while the passenger car mileage remains about the same.

The total number of tons of freight carried over the road for the year was 311,252—an increase of 160,769, or 23½ per cent. over the previous year. The average distance each ton was carried was 92.2 miles. The amount received for each ton was \$1 87.17. The amount received per ton per mile was 2.01 cents.

The total number of passengers carried for the year was 257,430—being a decrease of 10,234 from last year. The average amount received from each passenger was \$1.66. The average distance each passenger traveled was 61.7 miles. Average amount received per mile, 2.69 cents.

The road, bridges and rolling stock are in good order. Of the amount expended for road repairs, \$32,864 09 was paid to the C., C. & C. R. R. Co., for that portion of the track between Grafton and Cleveland, leaving \$74,724 74 as strictly chargeable to this company. There have been placed in the track 43,208 cross ties, 8,813 chairs, 11 tons spike, and 750 tons new rails; 10,897 rails have been taken up and repaired. Eight new trestles, two new truss, and five new stone bridges have been built.

President—JOHN GARDINER, Norwalk, O.

Directors—John Gardiner, James Mason, Jos. Lyman, H. B. Hurlbut, Samuel M. Young, William M. Vermilye, George Talbot Olyphant, John P. Howard, A. N. Ramsdell.

Superintendent—L. D. RUCKER, Cleveland.

Treasurer—H. C. LUCE,

Railroad Companies' Lien for Freight?

TRANSPORTATION OF COAL—WHAT DELIVERY IS NECESSARY IN ORDER TO DISCHARGE THE CARRIERS' LIEN. WHERE ONE OF SEVERAL CARGOES IS DELIVERED THE LIEN FOR THE WHOLE FREIGHT MAY BE UPON THE REMAINDER.

The plaintiffs were coal dealers in Abington, and had been accustomed to receive coal from Boston over the Old Colony and Fall River Railroad, paying for freight five and a quarter cents a hundred, with a deduction of twenty per cent., in consideration of the unloading of the coal from the cars at Abington, being done by the plaintiffs. Between July 1st and October 7th, 1867, the company transported for the plaintiffs from Boston to Abington five cargoes of coal, but no part of the wharfage at Boston or of the freight had been paid or offered by the plaintiffs to the company.

There were two places upon which the coal was unloaded, both of which were upon the land of the company. One of these was upon the west of their main track, just below the plaintiffs' store, and adjoining the plaintiffs' land, and was a bin made by laying boards upon the ground, so as to make the shoveling out of the coal easier, and planking up one end, the fence between the railroad and the plaintiffs' land forming the back of the bin; and the embankment for the track making the front of the bin. But one kind of coal was put in this enclosure, and by the coal breaking a peace of the back fence, between thirty and forty tons of coal had run over on to the plaintiffs' land. The other bin was on a side track which ran out from the main track on the east side, and was similar to the first and was used to receive other kinds of coal. As the several cargoes arrived in the cars, the plaintiffs and their servants unloaded them into these bins, the cars being left on the main track, or switched off on to the side track for this purpose. From these bins the plaintiffs carried away coal to deliver to their customers in carts and wagons; half of the first cargo had been carried away before the second arrived; and the plaintiffs continued this course of selling and carrying away till Nov., 1867, when the plaintiffs having failed, the company forbade the plaintiffs from taking any more coal until the freight should be paid, and served upon them a notice "that they claimed a lien on the coal for the freight thereon, and would deliver the coal only upon payment of the freight;" and presented to them a bill for the freight and wharfage. The plaintiffs then brought an action against the company, and replevied the coal.

At the trial, held in the Supreme Court of Massachusetts, the presiding judge ruled that the evidence did not show that the defendants had so far parted with the possession of the coal, as to have lost their lien for the freight, and a verdict was taken in favor of the defendants. It was then agreed that if the whole court should be of opinion that, upon the evidence, the plaintiffs could recover, the verdict should be set aside and a new trial ordered; otherwise the case should be sent to an assessor to determine the amount of damages, with such instructions as the court might direct. The following is the opinion of the Appellate Court, sustaining the ruling of the court below, in favor of the defendants.

HOAR, J.—It is true that where there is evidence in a case, upon which it would be competent for

a jury to find a verdict for a plaintiff, an instruction by the presiding judge to the jury at the trial, that they ought to return a verdict for the defendant, would be erroneous. The sufficiency and the preponderance of the evidence are matters wholly within the province of the jury, except upon a motion for a new trial after verdict. But where the facts are undisputed, and the evidence, with all inferences which a jury can rightfully draw from it, does not, as a matter of law, have any tendency to establish a proposition which is essential to the maintenance of the plaintiffs' case, it is the duty of the judge so to instruct the jury. In this case, the defendants having received upon their wharf, and transported over their railroad the plaintiffs' coal, had a lien upon it for wharfage and carriage. Their right to retain it for their lien was indisputable, unless they had lost the lien by parting with the possession of the coal. The plaintiffs, to maintain their action of replevin, must show that they were entitled to the possession. To establish this, it was incumbent on them to prove a complete delivery of the coal, sufficient in law to terminate the carriers' lien. This was the fact which the jury must find upon competent evidence, or their verdict must be for the defendants. The jury, at the trial, were instructed that this fact was not proved; and the whole court are of that opinion. The evidence submitted to the jury was the testimony of a single witness, with certain admissions of the parties. There was no evidence that the plaintiffs had paid or tendered any part of the money due to the defendants, or were ready or offered to pay it, before they replevied the coal; nor of any agreement to give credit for it; nor that enough of each cargo did not remain to be ample security for the freight due upon that particular parcel. The plaintiffs, by the agreement of the parties, were to perform the labor of unloading the coal from the cars; but this being done upon the premises of the defendants, did not divest the possession. The jury had no evidence of any lease of the bins to the plaintiffs. There was nothing to show that the defendants might not have used the bins for any other coal, or required the plaintiffs to unload the coal at some other place, at their pleasure. It was then material to consider what delivery of the coal would be effectual to determine the lien.

By the contract, no credit for the freight being stipulated, the delivery of the coal by the defendants, and the payment of the freight by the plaintiffs, were acts to be done at the same time. A delivery may be complete for one purpose and not for another. The cases cited by the plaintiffs' counsel to show what constitutes a complete delivery, are all cases which decide either what delivery is sufficient to pass the property as between vendor and vendee, or what is sufficient to terminate the liability of a carrier. A delivery may be complete so far as either of those purposes is concerned, and yet be upon an implied condition as to payments; and upon failure to perform this condition, the right of possession of the party, making the delivery will remain unimpaired. This is a familiar doctrine as between vendor and vendee. If a man purchases goods at a shop for cash, and they are handed to him, or put by the shopkeeper into his wagon, and he then refuses to pay for them, no doubt they may be taken back.

The same principle applies to the lien of a car-

rier. The right of a carrier to payment for the carriage first exists when he has performed the contract on his part; and his lien would not be lost, were the delivery even much more unequivocal than that on which the plaintiffs here rely. Suppose the railroad company should allow a customer for whom they had brought a lot of flour, to unload it from the cars on to his wagon, and, as he started with the load, should demand the freight, could it be supposed that they would have no right to retake the flour, if he should refuse to pay? But suppose, instead of one load, there should be a hundred barrels, and the first load should be allowed to go without payment, the rest being taken from the cars and put upon the platform in the freight house, the company knowing that enough was left to make them secure, and the demand should be made as the owner was about removing the last load, could this destroy the right to retain for the lien? Where two acts are to be done simultaneously, under a contract, the obligation to do each is dependent upon the performance of the other, and each is done upon the implied condition that the other shall be done likewise. The plaintiffs in the absence of express agreement or regulation, might say that they would not pay their money until they received their goods; and the defendants that they would not deliver the goods until they received their money. If the goods were, as in this case, not capable of instantaneous delivery, it would be impossible to perform the contract unless one or the other should begin. And we think the one who begins loses none of his rights by so doing, in the absence of evidence that he has agreed to waive them.

As there was nothing in the case to show that enough of each cargo was not left to satisfy the lien for the freight of that cargo, and as the plaintiffs made no demand of any separate portion of the coal, and proved no readiness to pay any freight whatever, no question seems to arise as to the extent of the defendants' lien. But we think it clear for various reasons, that they had a lien on the whole, for the whole sum claimed. Although the different cargoes which were carried were perhaps at first so far distinct subjects of contract, that the defendants might have delivered and demanded the freight for one, before delivering another, and the plaintiffs might have demanded one without waiting for the arrival of the whole, yet we think the mingling them together, indiscriminately, in the bins, shows that the whole was regarded by the parties as a continuous carriage and delivery of an entire quantity. But if this were not so, and the defendants had a separate lien upon each cargo for its freight and wharfage, then, as the plaintiffs mingled the several parcels so that they could not be distinguished, they must be held to have extended the lien upon each to the whole quantity remaining. This principle is well settled in regard to two persons having the general ownership of two parcels of similar goods; and it seems equally applicable to a case where one of them has a special property.

According to the agreement at the trial, the case is to be sent to an assessor, with directions to assess as damages the whole sum due for freight, and wharfage, with interest from the date of the writ, unless that agreement is now changed by the parties.

J. E. WOOTTEN'S HYDRAULIC PINCH BAR,

READING R. R. SHOPS,
PHILADELPHIA.

H. N. WINANS, Agent,
NEW YORK.

Total weight, 10 lbs.

In use on the Reading, North Pennsylvania, New Jersey Central and other roads.

Always in working order—One man with it will move with ease any Engine and Tender—No slipping, and faster than with ordinary crow-bar—Works as well on chilled tyre as on wrought—The bite is on the rail, and the Engine is bound to move forward as the lever is brought down.

The Compound Spiral Car Spring.

More than three months ago Mr. B. Voss of this city patented a new car spring, it being a combination of steel and India rubber. Since then it has been fully tested under passenger and freight cars on the Erie, the Hudson River and the Central Railroads, and in every case, we learn, with the most satisfactory results. A bar of steel of the requisite dimensions—say 5 feet long, by 1½ inch broad and ¾ inch thick—is fluted on each side and then bent edgewise into a spiral coil with six inches in diameter and seven or eight inches in height. Between the spiral lines is placed a layer of rubber, say ¼ of an inch in thickness. Both are tapered at top and bottom, enabling the coil to sit perfectly level in the caps covering its extremities. The spring, however, can be made of any required length or weight.

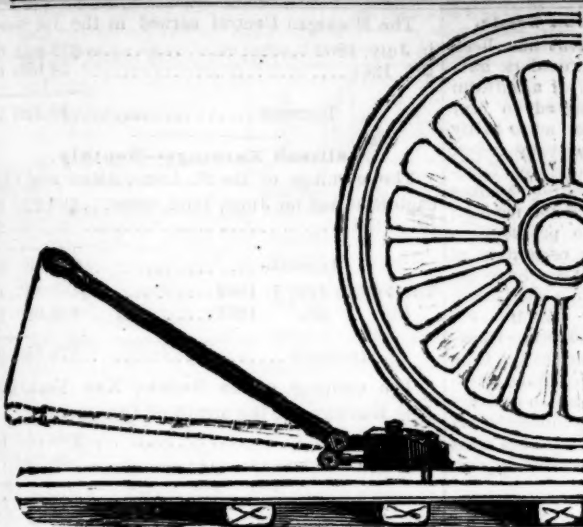
The advantages claimed for this invention are obvious. The thorough packing between the layers and the fluted form of the bar combine to furnish the utmost strength, elasticity and durability. It is easily adjusted to a passenger or freight car, and at the same time is economical in price. Full particulars may be learned at the office of the Metallic Car Spring Company, 54 William street, in this city.

The Gold and Currency Question.

The recent rapid advance in gold is but the necessary result of a law which is as certain and unerring in its operation as that of gravity; of an attempt, a thousand times repeated, with no other end but signal failure. It is an attempt to make a shadow perform the office of substance; to lean upon a representative that has no constituent, while the catastrophe in the end must be as signal and disastrous as has been the mistake, or wrong, that has been committed.

The value of gold and silver depends simply upon their cost. They have other attributes fitting them for currency, but these are of minor importance. By adopting them as currency, we have a certain and definite standard whereby to measure the business transactions of society—a standard the fluctuations in which are so gradual that society can always adapt itself to them without injury or harm to any interest. In place of such standard we have now adopted one, the value of which rests entirely upon popular estimation. At one time its market value may be 20 per cent. below its nominal value, judged by the test of cost, whether this standard be gold, or food, or clothing. The market value of the national currency to-day is 16 or 17 per cent. below par. It may in a week fall to 25 per cent. discount. Its value will continue to depend entirely upon what people think it is worth. It cost nothing, or next to nothing. Its real value depends upon the degree of faith in the government, which faith, in all countries, and under all circumstances, may be termed an unknown quantity, always vibrating or oscillating, and never the same at two several periods, from the presence of these conditions which promise or threaten the stability and permanence of the power, or government, that issues it.

In this debasement of the government currency, unfortunately, that furnished by the States equally shares, assuming this to be \$450,000,000, made up of the deposits and bills in circulation of the State banks, the total debased paper currency in the loyal States at the present time is \$600,000,000. Seventeen per cent. on this amount is \$100,000,000, which measures the loss already sustained by the pub-



The Grain Trade of the Northwest.

The following table shows the total receipts of grain in Chicago and Milwaukee during the six months ending June 30:

	Chicago, bushels.	Milwaukee, bushels.
Wheat and flour reduced..	8,282,579	7,096,220
Corn	10,142,475	103,289
Rye	989,313	135,912
Oats	449,618	83,970
Barley	423,594	51,569
Total	20,284,579	7,479,960

The following table shows the comparative receipts of flour and grain in Chicago during the first six months of the past four years:

	Bushels.
1862.....	20,284,579
1861.....	17,536,763
1860.....	12,399,300
1859.....	5,386,169

The receipts of wheat and flour alone, in Chicago and Milwaukee, since the first of January last, amount in the aggregate to 15,378,799 bushels. If we take the receipts at Racine, Kenosha, Waukegan, and the more northerly ports on Lake Michigan, the receipts of wheat and flour would probably reach nearly twenty millions of bushels.

The following table shows the receipts of produce at Chicago for three years from the 1st of January:

	1862.	1861.	1860.
Flour, bbls.	757,457	613,165	229,022
Wheat, bush. ..	5,096,822	5,232,484	1,848,202
Corn, bush.	11,383,476	9,433,364	9,233,009
Oats, bush.	1,059,901	511,932	612,978
Rye, bush.	465,498	227,427	61,722
Barley, bush. ...	431,225	306,387	190,358
Seeds, lbs.	2,329,520	2,562,983	2,600,554
Pork, bbls.	36,660	31,333	12,379
Cut meats, lbs. ..	17,262,715	8,274,425	6,788,988
Lard, lbs.	17,438,255	5,870,688	3,934,495
Tallow, lbs.	238,826	358,450	137,678
Live Hogs, No. ...	233,608	132,534	78,974
Dressed Hogs, No.	172,363	144,115	45,200
Beef Cattle, No. ...	97,634	79,222	67,245

St. Andrews Railroad.

We learn from the Aroostook Times that the St. Andrews Railroad will be opened to the Houlton Road on the 10th inst. The managers are to have a grand opening celebration on that day at St. Andrews, consisting of a review of five companies of volunteers, boat race, and public dinner, etc. The station on the Houlton Road is within four miles of the Houlton Village, and the opening of the road to the station, the Times well remarks, marks a new era in the progress of Aroostook.

Toledo and Wabash Railroad.

The gross earnings of this road for the six months ending with June, 1861 and 1862, have been as follows:

	1861.	1862.
January.....	\$58,339 33	\$82,234 81
February	46,842 61	47,141 92
March	61,060 77	56,005 88
April.....	75,273 76	83,582 40
May	78,277 61	106,845 44
June	79,073 88	113,577 66
Total	\$398,857 96	\$489,388 11

Increase in six months.....\$90,530 15

Cleveland and Pittsburg Railroad.

The following table will compare the earnings of the Cleveland and Pittsburg Railroad for the first half of the two last fiscal years:

	1860-61.	1861-62.
December	\$63,980	\$113,175
January	62,208	99,675
February.....	59,964	78,447
March	83,408	90,308
April	99,511	100,694
May	101,792	116,973
Total	\$470,863	\$599,272

Increase.....\$128,400

Racine and Mississippi Railroad.

The entire grading on the Racine and Mississippi Railroad, between Freeport and Savanna, is completed, and 14 miles of the iron are laid. The balance is being laid at the rate of one mile per day, the iron upon the ground.

Tyron and Clearfield Railroad.

At a meeting of parties connected with the Tyron and Clearfield Railroad, held in this city, to take into consideration a project for completing and stocking the road, eighteen miles of which are finished north of Tyrone, it was understood that a proposition was to be made to the Pennsylvania Central Company to take a certain amount of the bonds of the organization at sixty cents on the dollar, to be paid off in freight upon their road, and another amount at forty cents on the dollar, to be paid for in cash.—Philadelphia Inquirer.

Railroad Bridge over the Ohio.

The bill allowing the construction of a railroad bridge over the Ohio river at Steubenville, has passed. The draw is to be two hundred and seventy feet long.

lie. The Secretary of the Treasury recently congratulated the nation, that its whole debt was paying an interest of only 4½ per cent. He overlooked the vastly more important fact, that the people have already lost more than three times the present annual interest on the public debt, in being compelled to receive a depreciated currency, to say nothing of the financial embarrassments to which the adoption of a principle radically false must in the end lead.

While the rise in gold, and consequent depreciation of the currency was natural and inevitable, it is remarkable that property of all kinds remains very nearly at previous prices—in other words, has not yet, like gold, felt the effects of the inflation of the common measure of values. We can account for this solecism only on the ground of the brief period of time during which the disturbing causes have been in action. It was a long time before gold was affected by a redundant currency. It rose at first to 104½; then fell off to 101½, fluctuating constantly in price, although each succeeding wave rose higher and higher. Such must be the rule with securities of all kinds. Their prices above the gold standard must correspond to the premium paid for this article, and as by far the greater portion of those usually dealt in are no higher than they were when paid for in currency when gold was only at one to two per cent. premium, it necessarily follows that they must rise to correspond to the advance in gold, or, assuming this to be stationary at present prices, to some ten or fifteen per cent. above their present rates.

Such in the end must be the result. The immediate effect of the law stated may be temporarily evaded, or controlled, by the progress or condition of political, or military events. At present the market shows weakness under unsatisfactory news from the various fields of military operations and controversies in Congress. Similar questions for a long time controlled the gold question. The metal made up for a generally slow advance by several startling bounds, all of which, with some slight fluctuations were held. It will be so in the Stock Market. The natural relation of prices cannot be subverted, though for a time modified and controlled by interlarding causes which must be temporary, no matter how powerful for the moment, they may be in their influence.—*Hallett's Financial Circular.*

Grain Trade of Buffalo.

The following comparative table will show the imports of flour and grain into Buffalo from the opening of navigation to July 1, in the years 1859, 1860, and 1861, and from January 1 to July 1, in 1862:

	Grain, bush.	Flours, bbls.	Total grain, including flour reduced to wheat.
1859	2,257,587	434,655	4,430,862
1860	6,543,256	327,056	8,178,536
1861	11,598,164	598,461	15,591,619
1862	14,908,908	1,037,349	10,095,653

The canal exports from the opening, May 1, to July 1, 1862, will be shown by the following:

Flour, bbls.	170,577
Wheat, bush.	7,730,067
Corn, bush.	5,319,290
Oats, bush.	405,635
Barley, bush.	93,502
Rye, bush.	241,695

Total grain.....13,790,189

The revenues from canal tolls show a large increase—the receipts this year, from the opening to July 1, having been \$825,683 83 against \$428,078 in 1861, and \$286,822 81 in 1860.

Reduction of Credit in the Iron Trade.

A well-considered general movement has been made among the manufacturers and dealers, having for its object the establishment of a uniform system of credit in the trade limited to four months. It is proposed to complete and to ratify this arrangement through a public meeting called at the board of Trade rooms of this city on Tuesday next, July 15, to which meeting leading houses in the iron trade have been invited from all parts of the country. The change proposed is not so much of a restriction as a regulation of credits, since many makers and dealers have insisted upon a near approximation to a cash business, making their customers pay liberally for credits of the old sort, or rather deducting liberally from the old credit prices for cash at the time of sale. The general credits given have, however, been six months heretofore between entirely responsible parties, and for such this movement is a reduction which it is believed all of this class can bear without inconvenience.—*Philadelphia North American, 12th July.*

Railroad Earnings--Weekly.

The earnings by the Chicago, Burlington and Quincy Railroad for the 1st week in July, 1862, were.....\$58,096 65
Do., 1861.....36,325 49

Increase.....\$21,771 16

The Chicago and Rock Island Railroad earned the 1st week of July, 1862.....\$31,091
Do., 1861.....23,956

Increase.....\$7,135

The earnings of the Cleveland and Toledo Railroad for the 1st week in July, 1862, were.....\$14,006
Do., 1861.....12,220

Increase.....\$1,876

The Michigan Southern road shows a gain of about \$14,000 on the first week of July.

The traffic of the Great Western Railway of Canada for the week ending July 4, 1862, was as follows:

Passenger.....	\$20,526 12
Freight and live stock.....	18,741 86
Mails and sundries.....	1,399 33

Total.....\$40,667 31
Corresponding week of last year.....29,500 64

Increase.....\$11,166 67

The earnings of the Chicago and Northwestern Railroad the 1st week in July were.....\$18,487 40
Corresponding week, 1861.....14,767 32

Increase.....\$3,720 08

The earnings of the Toledo and Wabash Railroad for 1st week of July, 1862, were.....\$27,985 87
Do., 1861.....20,056 03

Increase.....\$7,929 84

The earnings of the Galena and Chicago Railroad the 1st week in July, 1862, were.....\$48,144 77
Do., 1861.....34,131 74

Increase.....\$14,013 03

The earnings of the St. Louis, Alton and Chicago Railroad for the 1st week in July, were:
1862.....\$20,242 78
1861.....14,089 43

Increase.....\$6,153 35

The earnings of the Milwaukee and Prairie du Chien Railroad, for the 1st week of July, 1862, were.....\$24,897 24
Corresponding week, 1861.....22,745 29

Increase.....\$2,151 95

The Michigan Central earned in the 1st week in July, 1862.....\$29,862 62
Do., 1861.....38,989 00

Increase.....\$9,126 98

Railroad Earnings--Monthly.

The earnings of the St. Louis, Alton and Chicago Railroad for June, 1862, were.....\$88,222 80
Do., 1861.....63,761 21

Increase.....\$24,461 69

Total since Jan. 1, 1862.....\$518,447 46
Do. do. 1861.....439,882 25

Increase.....\$78,565 21

The earnings of the Buffalo, New York and Erie Railway, for the month of June were:

1862.....\$60,154 13
1861.....46,993 11

Increase.....\$14,161 02

The earnings of the Chicago and Northwestern Railroad in June, 1862, were.....\$104,382
Corresponding month, 1861.....83,229

Increase.....\$21,153

The earnings of the Milwaukee and Prairie du Chien Railroad for June were.....\$144,915 42
Corresponding month, 1861.....141,771 03

Increase in 1862.....\$3,144 39

Total traffic from Jan'y 1st, 1862.....\$530,712 93
Corresponding period previous year.....445,048 05

Increase.....\$85,664 88

The earnings of the Dayton and Michigan Railroad for June, 1862, were.....\$40,405 36
Do., 1861.....25,374 42

Increase.....\$15,020 94

The approximate earnings of the Pittsburg, Fort Wayne and Chicago Railway during the month of June ultimo, compared with the same period last year, were as follows:

	1861.	1862.
Freight.....	\$128,166 35	\$163,768 48
Passengers.....	58,834 33	78,410 96
Express.....	2,500 00	2,500 00
Mails.....	7,825 00	7,825 00
Rent of railway.....	7,083 33	7,083 33
Rents.....	24 83	24 83
Miscellaneous.....	369 36	463 50

Total for June.....\$204,778 37 \$260,076 10
Earnings, Jan'y 1, to
May 31.....1,171,643 11 1,423,175 34

Total earnings to

June 30.....\$1,376,421 48 \$1,683,251 44

Increase for June, \$55,297 73, or 27 per cent.

Average increase to June 30, 1862, 22¼ per cent.

The earnings of the Erie Railway for the month of June, 1862, were.....\$516,189 70
Do., 1861.....430,062 80

Increase.....\$86,126 90

The earnings of the Norwich and Worcester Railroad for June were as follows:

	1861.	1862.
Passengers.....	\$7,128 21	\$9,709 66
Freight.....	11,483 36	20,712 72

Total.....\$18,611 37 \$30,422 38

Increase.....\$11,810 31

The through business between New York and Boston, shows an increase of five fold, the result of putting on such first-class boats as the City of New York and the City of Boston.

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers, (†) that the company is in default in its interest, S. F., Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :					Chicago and Northwestern :					Galena and Chicago Union :				
Mortgage	\$300,000	7	1867		1st Mortgage (preferred)	1,250,000	7		95	1st Mortgage Coupon	1,971,000	7	'62-'68	104 1/2
Convert. (guar. by Dir.)	150,000	7	1863		1st Mortgage (general)	3,600,000	7		64	1st Mortgage (Extended)	22,000	7	1882	104 1/2
Alabama and Miss. Rivers :					Bonds issued for coupons of do.	750,000	7			2d Mortgage (S. F.) Coupon	1,411,000	7	1875	100 1/2
State (Ala.) Loan	123,171	7			2d Mortgage	2,000,000	6		29	*Great Western, Ill. :				
Mortgage	109,500	7			Appleton Extension Bonds	184,000	7			1st Mortgage Eastern Division	1,000,000	10		
Alabama and Tenn. Rivers :					Flagg Trust Bonds	245,000	8			" Western "	1,350,000	7		
1st Mortgage convertible	833,000	7	1872		Cincinnati, Hamilton and Dayton :					Hannibal and St. Joseph :				
2d Mortgage	226,705	8	1864		1st Mortgage	394,000	7	1867	100	Missouri State Loan (1st Lien)	3,000,000	6		47
Albany, Vt. and Canada :					2d Mortgage	950,000	7	1880	100	Land Security	5,000,000	7	1881	26
1st Mortgage	500,000	7	1867		*Cincinnati, Wilm. and Zanesville :					Mortgage (convertible)	1,360,000	7	1883	
Albany and West Stockbridge :					1st Mortgage	1,300,000	7	1869		Mortgage (not convertible)	1,300,000	7	1889	
Albany City (S. F.)	1,000,000	6	'65-'76		2d Mortgage	574,000	7			Harrisburg and Lancaster :				
Androscoggin and Kennebec :					3d Mortgage	158,000	7			New Dollar Bonds	661,000	6	1883	93 1/2
Million Dollar Loan	468,800	6	'61-'64	70	Income	250,500	7			Hartford and New Haven :				
\$1,100,000 Loan	536,100	6	1890	79	Tunnel Right	1,000,000	7			1st Mortgage	927,000	6	1873	99
Stock, convert. (Coupon)	710,000	6	'63-'66		Cleveland and Mahoning :					Housatonic :				
Atlantic and Great Western :					1st Mortgage	850,000	7		90	1st Mortgage	170,000	6	1877	
Penn. Division, 1st Mortgage	2,500,000	7	1877	77	2d Mortgage	469,000	7			Houston and Texas Central :				
Ohio " 1st Mortgage	4,000,000	7	1875	77	3d Mortgage	344,100	8			State (1st Lien) Loan	210,000	7		
N. York " 1st Mortgage	1,250,000	7	1879	80	Clev., Painesville and Ashtabula :					Mortgage	125,000	7	1886	
Atlantic and St. Lawrence :					1st Mortgage	564,000	7	1861	99	Hudson River :				
Dollar Bonds (Coupon)	988,000	6	1866		2d Mortgage	303,000	7	1862		1st Mortgage	4,000,000	7	'60-'70	111
Sterling Bonds (Coupon)	484,000	6	1878	97	Special (Sunbury and Erie)	500,000	7	1874		2d Mortgage	2,000,000	7	1860	108 1/2
City of Portland Loan (Coup.)	1,500,000	6	'68-'70		Convertible Scrip	300,000	7	1880		3d Mortgage	1,840,000	7	1875	93 1/2
Baltimore and Ohio :					Cleveland and Pittsburgh :					Convertible	1,002,000	7	1867	89
Maryland Sterling	3,000,000	5	1833		1st Mortgage (Main Line)	800,000	7	1860	100	Illinois Central :				
Mortgage Coupon	2,500,000	6	1885	93 1/2	2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91	Optional Right bonds	38,000	7	1868	64
" " "	700,000	6	1880	94	3d Mort. (M. L.) or 2d Extension	1,165,000	7	1876	79	Construction	10,793,500	7	1875	92
" " "	1,128,500	6	1875	94	4th Mort. (M. L.) or 3d Extension	1,154,000	7		68 1/2	Construction	4,115,000	6	1875	92
" " "	1,000,000	6	1867	93	Clev., Columbus and Ctn. :					Eight per cent. bonds	326,000	8	1865	
Balt. City Loan	5,000,000	6	1890		1st Mortgage, Coupon	509,000	7	'64-'90		Indiana Central :				
Bellefontaine and Ind. (1 Jan. '60) :					Cleveland and Toledo :					1st Mortgage (convertible)	600,000	7	1866	
1st Mortgage convertible	791,000	7	1866	65	1st Mortgage	299,000	7	1867	65	2d Mortgage	284,500	10		
2d Mortgage	167,000	7	1870		2d Mortgage	219,000	7	1872	65	Income	281,500	10		75
Belvidere Delaware :					3d Mortgage	221,000	7	1862		Indianapolis and Cincinnati :				
1st Mort. (guar. C. and A.)	1,000,000	6	1877		Tol., Nor. and Clev. 1st Mort.	621,000	7	1863	75	1st Mortgage	500,000	7	1866	85
2d Mortgage (do.)	500,000	6	1885		Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75	2d Mortgage	400,000	7		85
3d Mortgage (do.)	581,000	6	1877		Income	27,500	7	1862		Real Estate Mortgage	200,000	7	1868	68
Black River and Utica :					C. and T. Income Mortgage	104,400	7	1863	75	Ind., Pittsb. and Clev. (1 Jan. '60) :				
1st Mortgage	370,000	7	1869		C. and T. Income (convertible)	174,000	7	1864		1st Mortgage	650,500	7	1870	
Boston Concord and Montreal :					C. and T. Income (convertible)	256,000	7	1864		2d Mortgage	314,000	7		
1st Mortgage	200,000	6	1870		C. and T. Dividend (convert.)	151,495	7	1875	75	Jeffersonville :				
2d Mortgage	300,000	7	1870	91 1/2	C. and T. Income (convertible)	39,000	7	1870		1st Mortgage	272,000	7	1861	75
3d Mortgage	150,000	6			C. and T. (S. F.) Mortgage	1,545,000	7	1885	93	2d Mortgage	392,000	7	1873	70
4th Mortgage Coupons	200,000	7			Columbus and Xenia :					*Kennebec and Portland :				
5th Mortgage Coupons	200,000	7			Dividend (due 1880, '61, '62, '66)	115,900		var.	93 1/2	1st Mortgage (City and Town)	800,000	6	1870	
Sinking Fund	200,000	6			Connecticut River :					2d Mortgage	230,000	6	1861	
Boston and Lowell :					Mortgage	250,000	6	1878		3d Mortgage	250,000	6	1862	
Mortgage	440,000	6	1873		Connecticut and Passump. Rivers :					*Kentucky Centr. (Cov. and Lex.)				
Buffalo, New York and Erie :					1st Mortgage	800,000				1st Mortgage	160,000	6		
1st Mortgage coupon	2,000,000	7	1877	88	2d Mortgage	161,800	8			2d Mortgage	250,000	7		
2d Mortgage coupon	380,000	7			3d Mortgage	109,500	8			2d Mortgage (convertible)	1,000,000	7		
Buffalo and State Line :					Dayton and Michigan (1 Ap. '60) :					3d Mortgage	600,000	7		
1st Mortgage	500,000	7	1866	106	1st Mortgage	300,000	8			Guaranteed by Covington	200,000	6		
Income 1/2 in '59, 1/2 in '62	200,000	7	var.		2d Mortgage	2,212,000	8			Cincinnati (exchanged)	100,000	6		
Unsecured	200,000	7	1864		Dayton and Western :					Keokuk, Ft. D. Moines and Minn. :				
Special Erie and North-East	149,000	7			1st Mortgage	300,000	7		50	City of Keokuk, 20 years	490,000	8		
Burlington and Missouri :					2d Mortgage	300,000	7		40	City of Keokuk, (special tax)	150,000	10		
1st Mort. on 1st Division	590,000				Delaware :					Lee County, 20 years	150,000	8		
Cairo and Fulton (Mo.) :					1st Mortgage	500,000			80	Keokuk, Mt. Pleasant and Muscat.	150,000	8		
State (Mo.) Loan	650,000	6	'78-'79		Guaranteed	65,000				City of Keokuk	200,000	8		
Canton and Amboy :					State Loan	170,000				Henry and Louisa Company's	50,000	8		
Mortgage	367,000	6	1864	100	Delaware, Lackawanna and Wn. :					Lehigh Valley :				
Mort. (chgd from Sterl'g)	888,000	5	1864	100	1st Mortgage	900,000		1871	107 1/2	1st Mortgage	1,500,000	6	1870	108
Mortgage	800,000	6	1849		2d Mortgage (E. Extension)	1,499,000		1875	107 1/2	La Crosse and Milwaukee :				
Mortgage	1,700,000	6	1875	84 1/2	3d Mortgage	2,516,500		1881	104	1st Mortgage (Eastern Div.)	903,000	†		89
Sterling (\$210,000)	1,008,000	5	1864		Income (due 1862, '65 and '67)	14,101		var.	88	2d Mortgage (Eastern Div.)	1,000,000	†		
Sterling (\$225,000)	1,030,000	6	1864		Detroit and Milwaukee :					1st Land Grant (Western Div.)	4,000,000	†		21 1/2
New Loan (1st \$337,000)	2,500,000	6	1887		1st Mortgage (convertible)	2,500,000	7	1875		2d Land Grant (Western Div.)	353,600	†		21 1/2
*Ontario :					2d Mortgage	1,000,000	8	1866		3d Mortgage (whole road)	1,700,000	†		
1st Mortgage	1,500,000	7	1865	82	3d Mortgage (convertible)	750,000	10	1863		Farm Mortgage	1,087,700	†		
Cayuga and Susquehanna :					4th Mortgage (G. W. R. R.)	500,000	8			Unsecured Bonds	1,785,000	†		
1st Mortgage	300,000	7	1865		Dubuque and Pacific :					Lexington and Frankfort :				
Central of Georgia :					New Construction	800,000				Mortgage, due 1864, '69 and '74	130,000	6		
Mortgage	86,067	7	1863		Dubuque Western :					Little Miami :				
Central of New Jersey :					1st Mortgage	344,000	†			Mortgage (Coupon)	1,300,000	6	1883	89
1st Mortgage	1,400,000	7	'65-'70	106	Eastern (Mass.) :					Long Island :				
2d Mortgage	800,000	7	1875	100	Income (due \$75,000 annually)	275,000	6	var.	100 1/2	1st Mortgage	500,000	6	1870	85
Central Ohio :					2d Mortgage (convertible)	710,000	6	'62-'72	98	Extension Bonds	175,000	7	1890	82 1/2
1st Mortgage W. Div.	450,000	7	1861	81	3d Mortgage (convertible)	450,000	6	1874	104	Long Dock Co. :				
1st Mortgage E. Div.	800,000	7	1864	80	1st M. (State) \$75,000 a y'r after '64	500,000	6	var.		Mortgage Bonds	500,000	7	1882	
2d Mortgage	800,000	7	1865	64	East Tennessee and Georgia :					Mortgages on Land	473,809	7		
3d Mortgage	950,000	7	1885		State, 1st Mortgage	970,000				Louisville and Frankfort :				
4th Mortgage (S. F.)	1,365,800	7	1876		Endorsed by State of Tennessee	150,000				Louisville Loan	174,000			
Charleston and Savannah :					Mortgage (ordinary)	790,688				1st Mortgage	248,000			
1st Mortgage (endorsed)	510,000	6			East Tennessee and Virginia :					Louisville and Nashville :				
2d Mortgage	1,000,000	7			State, 1st Lien	1,602,000				State (Tenn.), 1st Lien	300,000	6		
Cheshire :					Endorsed by State of Tenn.	200,000				1st Mortgage	2,000,000	7		
Mort. (1860, '63, '75, and '77)	786,400	7	var.		Mortgage (after State)	100,000				Lebanon Branch 1st Mortgage	400,000	7	var.	
Chicago, Burlington & Quincy :					Redeemable in Stock	66,950				Memphis Branch 1st Mortgage	500,000	7	var.	
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	105	Eaton and Hamilton :					McMinnville and Manchester :				
Consolidated 2d Mort. (S. F.)	515,000	8	1890	105	1st Mortgage	757,734	†	var.		State (Tenn.)	372,000	6		
Ch. and Aur. 1st Mort.	399,000	7	1867		Erie and North-East :					Mortgage	24,000	7		
Ch. and Aur. 2d M. (S. F.)	305,000	7	1869		Exchanged for Buff. and St. L.	149,000				Mortgage	10,000	6		
Cent. Mil. Tr. 1st Mort.	392,000	7	1864		Florida :					Madison and Indianapolis :				
Cent. M. T. 2d M. (Conv.)	245,000	8	1865		Internal Improvement (State)	1,655,000	7	1891		Mortgage	600,000	7	1861	83
Chicago, Alton and St. Louis :					Free Land, 2d Mortgage	1,500,000	8	1891		Marietta and Cincinnati :				
1st Mortgage		†			Florida and Alabama :					Mortgage Bonds	235,789	7	1891	90
2d Mortgage		†			Internal Improvement (State)		7	1891		Memphis and Charleston :				
3d Mortgage		†			Free Land, 2d Mortgage		8	1891		State Tenn. Loan	1,100,000	6	1880	
Chicago and Milwaukee :					Florida, Atlantic and Gulf Centr.					1st Mortgage	1,600,000	7		
1st Mortgage (convertible)	700,000	7	1874	70	Internal Improvement (State)	300,000	7	1891		Memphis, Clarkesv. and Louisv. :				
Real Estate	188,364	7	1863		Free Land, 2d Mortgage									

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:					N. York, Providence and Boston:					Racine and Mississippi:				
State (Tenn.) Loan	\$1,340,000	6			1st Mortgage	\$331,000	6			1st Mortgage (Eastern Division)	\$680,000	8		
Michigan Central:					North Carolina:					1st Mortgage (West'n Division)	757,000	8		
1st Mortgage Sterling	467,489	6	1872	98½	State Loan	2,000,000	6			Raleigh and Gaston:				
1st Mortgage S. F. (convertible)	500,000	8	1869	84	State Loan	1,000,000	6			Coupon	100,000		1862	
1st Mortgage (convert.) Dollar	2,598,000	8	1869	107	North-Eastern (S. C.):					Richmond and Danville:				
1st Mortgage (S. F.), convertible	4,434,000	8	1882	102	1st Mortgage	700,000				State (Va.) Loan (34 years)	600,000	6	var.	
Mich. Southern and N'n Indiana:					2d Mortgage	224,500				Guaranteed by State	200,000	7	1875	
Michigan Southern, 1st	850,000	7	1860	100	Real Estate	35,910				Mortgage (Coupon)	250,000	7	1859	
Northern Indiana, 1st	904,000	7	1861	103	Northern Central:					Richmond, Fred. and Potomac:				
Erie and Kalamazoo	300,000	7	1862		Balt. and Susq. R. R. (Coupons)	150,000	6	1866		Sterling (£87,000)	324,000	6	1860	
Michigan Southern, conv.	44,000	7	1863	85½	Md. State Loan (B. and Susq.)	1,500,000	6			Richmond and Petersburg:				
Northern Indiana, conv.	100,000	7	1863	81	York and Cumberland 1st Mort.	175,000	6	1870		Coupon	169,000		1875	
Jackson Branch	128,000	7	1863	88	Y. and C. guar. by Balt. 3d Mort.	25,000	6	1871		* Rutland and Burlington:				
Goshen Air Line	1,116,000	7	1868	101	N. C. Contract, 2d Mort.	500,000	6	1877		1st Mortgage	1,800,000	7	1863	34
Detroit and Toledo	684,000	7	1876	76	Construction, 2d Mort.	300,000	6	1875		2d Mortgage	937,500	7	1863	
1st General Mortgage (S. F.)	3,030,000	7	1885	101½	Northern (Ogdensburg):	2,600,000	6	1885	88	3d Mortgage	435,050	7	1863	
2d General Mortgage	2,672,000	7	1877	82	1st Mortgage	1,494,000	7½	1859	70	Sacramento Valley:				
* Milwaukee and Beloit:					2d Mortgage	3,077,000	7½	1861	4½	1st Mortgage	400,000	10	1875	
1st Mortgage	630,000	8			North Missouri:					2d Mortgage	329,000	10	1881	
Milwaukee and Chicago:					State Loan (30 years)	4,350,000	6			Sandusky, Dayton and Cincinnati:				
1st Mortgage	400,000	8			North Pennsylvania:					Mortgage	125,000	10	1856	
2d Mortgage	200,000	7			Mortgage	2,500,000	6	1875	72	Mortgage	997,000	7	1866	
* Milwaukee and Horicon:					Chattell Mortgage	360,000	10	1883	98	Mortgage	1,000,000	7	1875	
1st Mortgage	420,000	8			Northern (N. H.):					Sand'sky, Mansfield and N'wark:				
2d Mortgage	600,000	8			Mortgage (due 1860, '64 and '74)	219,500		var.		1st Mortgage	1,290,000	7	1866	
Milwaukee and Prairie du Chien:					Norwich and Worcester:					Saratoga and Whitehall:				
1st Mortgage (Coupon)	2,529,000	7	1891	91	Mass. State Loan	400,000	6	1877		1st Mortgage	250,000	7	1858	
1st Preferred stock	1,060,000				Mortgage	205,800	6	1860		1st Mortgage (R. and W. Br.)	100,000	7	1856	
2d Preferred stock	1,020,000			68½	Ohio and Mississippi (O. and Ind.):					Seaboard and Roanoke:				
Mississippi Central:					1st Mortgage	2,193,500	†	1858		1st Mortgage	800,000	7	1860	
1st Mortgage	1,007,363	7			2d Mortgage	316,995	†			3d Mortgage	75,000	7	1870	
Mississippi Central and Tenn.:					Construction	4,637,920	†	1858	17	Dividend Bonds	60,000	7	1856	
State (Tenn.) Loan	529,000	6			Income	3,591,185	†	1858		South Carolina:				
Mississippi and Missouri:					Orange and Alexandria:					State Loan	187,000	5	1868	
1st Mortgage (convertible)	1,000,000	7			1st Mortgage	400,000	6	1866		Sterling	183,333	6	1863	
2d Mortgage (S. F.)	400,000	8			2d Mortgage or 1st Extension	1,200,000	6	1875		Sterling	2,000,000	5	1866	
Oskaloosa Division	1,425,000	7			2d Extension	600,000	8	1873		Southern Mississippi:				
Land Grant	7,000,000	7			Pacific (Mo.):					1st Mortgage	500,000			
Mississippi and Tennessee:					State (Mo.) Loan	7,000,000	6			South-Western (Ga.):				
Tennessee State Loan	98,000	6	1885		State Loan (S. W. Branch)	2,800,000	6			1st Mortgage	631,000		1875	
Mississippi State Loan	202,799	6			Construction	4,500,000	6			* Springfield, Mt. Vern. and Pittab.:				
1st Mortgage	171,000	7	1876		Panama:					1st Mortgage	500,000			
Mobile and Ohio:					1st Mortgage Sterling	1,250,000	7	1865	100	2d Mortgage	450,000			
City (Mobile) Tax Loan	400,000	6			2d Mortgage Sterling	1,150,000	7	1872		* Steubenv. and Ind. (P. C. and C.):				
Tennessee State Loan	674,860	6			Pennsylvania:					1st Mortgage	1,500,000	7	1870	
Alabama State Loan	389,410	6			1st Mortgage (convertible)	4,905,000	6	1888	103	2d Mortgage	900,000	7	1865	
Income	1,508,070	8	'61-'67		2d Mortgage	3,319,000	6	1875	98	* St. Louis, Alton and Chicago:				
Sterling	875,035	6	1883		2d Mortgage Sterling	1,967,440	6	1875		1st Mortgage	2,000,000	7½		
Mississippi State Loan	200,970	6			State Works Bonds	7,200,000	5		89	2d Mortgage	1,535,000	7½		
Montgomery and West Point:					Pennsylvania Coal Company:					3d Mortgage (Income)	1,000,000	10½		
Alabama State Loan	122,622				1st Mortgage	600,000	7	1861		St. Louis and Iron Mountain				
Mortgage (due 1860, '63 and '65)	450,000	8	1866		Penobscot and Kennebec:					State (Mo.) Aid	3,501,000			
Morris Canal and Banking Co.:					Bangor City 1st Mortg. (Coupon)	780,000	6	'74-'75		St. Louis City Subscription	500,000			
Mortgage Bonds	655,250	6	1876	90	2d Mortgage (Coupon)	288,800	6	1876		St. Louis County Subscription	1,000,000			
Preferred Stock	1,175,000	10		120	3d Mortgage (Coupon)	156,600	6	1871		Sunbury and Erie				
Muscouge:					Peoria and Oklawaha:					1st Mort. (Sunbury to W'msp't)	1,000,000	7	1877	95
1st Mortgage	249,000	7			1st Mortg. (W. Ext.) convertible.	500,000	8	1862		Mortgage (half to State)	7,000,000	5	'75-'78	
Nashville and Chattanooga:					1st Mortg. (E. Ext.) convertible.	500,000	8	1873		Syracuse, Binghamton and N. Y.:				
Mortgage (State endorsed)	1,500,000				Petersburg:					1st Mortgage Coupon	1,400,000	7	1876	
Chat. and Cleve. Subse. (endorsa.)	231,000				Mortgage (due 1863 to 1872)	103,000	7	var.		Terre Haute, Alton and St. Louis				
* New Albany and Salem:					Petersburg and Lynchburg (S. Side):					1st Mortgage (convertible)	1,000,000	7½	'62-'72	104
Crawfordsville	175,000	7			State (Va.) Loan (S. F.)	800,000	7			2d Mortgage (convertible)	2,000,000	7½	'68-'70	81
1st Mortgage	500,000	10			3d Mortgage (1862-'70-'72)	365,000	6	var.		Tennessee and Alabama:				
1st Mortgage	2,235,000	6			Special Mortgage (1865-'68)	375,000	6	var.		State (Tenn.) Loan	814,000			
N. Hav., N. Lond. and Ston'ton:					Last Mortgage (1861 to 1869)	175,000	6	var.		Terre Haute and Richmond:				
Mortgage	450,000	7			Phil., German'n and Norris'n:					1st Mortgage (convertible)	230,000	7	1866	
Mortgage	200,000	6			Consolidated Loan and Norris'n:					Toledo and Wabash:				
Extension	100,000	10			Loan of 1842	274,800				1st M. (Toledo and Wabash)	900,000	7	1865	90½
New Haven and Northampton:					Philadelphia and Reading:					1st M. (L. E., Wab. and St. Louis)	2,500,000	7	1865	90½
1st Mortgage	500,000		1869		Bonds of 1836 (unconvertible)	408,000	5	1867		2d M. (Toledo and Wabash)	1,000,000	7	1869	61½
New Jersey:					" 1836, "	192,000	5	1880		2d M. (Wabash and Western)	1,500,000	7	1899	61½
Company's (various)	711,000		var.	102½	" 1843, "	3,103,000	6	1870	94	* Vermont Central:				
New London Northern:					" 1861, "	436,000	6	1871		1st Mortgage Coupon	2,000,000	7	1861	15
1st Mortgage	85,000	7		100	" 1843, "	1,548,300	6	1880	99	2d Mortgage Coupon	1,135,000	7	1867	14
N. Ori'n's, Jackson and Gt. North.:					" 1844, (convertible)	863,000	6	1880	97	Virginia Central:				
State (Miss.) Loan	255,000	5	'63-'48		" 1848, "	124,000	6	1880	99	Mort., guaranteed by State of Va.	100,000	6	1880	85
1st Mortgage Coupon	2,965,000	8	1886		" 1849, "	83,000	6	1880	99	Mortgage (coupons)	198,000	6	1872	82½
N. Ori'n's, Opelous and Gt. West.:					" 1857, "	3,586,500	6	1888	84½	Mortgage, (coupons)	926,000	6	1884	
Louisiana State Loan	641,000	6			" 1856, "	1,475,000	7	1886	89½	Virginia and Tennessee:				
New Orleans City Subscription	1,500,000	5			Bonds and Mortg's—real estate	592,200				State (Va.) Loan	1,000,000	6	1887	
1st Mortgage (S. F.)	506,000	8	1889		Preferred Stock	1,551,800				1st Mortgage	500,000	6	1872	85
New York Central:					Phila., Wilmington and Baltimore:					2d or Enlarged Mortgage	1,000,000	6	1884	81
Premium (S. F.) Bonds	7,562,000	6	1883	101½	Mortgage Loan	2,300,000	6	1884	99½	Balt Works Br. Mort. due '58-'61	203,000	6	var.	
Funding (S. F.) Bonds	1,553,000	7	1876	107½	Improvement	119,000	6	1863		Warren (N. J.):				
Stock Exchange (S. F.) Bonds	680,000	6	1883	101½	Pittsburg and Connellsville:					1st Mortgage	568,500	7	1875	
Real Estate (S. F.) Bonds	168,000	6	1883	101½	City of Pittsburg Bonds	500,000				Warwick Valley, N. Y.:				
Real Estate Bonds	301,952	7			Alleghany Co.	750,000				1st Mortgage	60,000	7	1880	87½
Bonds of June, 1854	3,000,000	7	1864	102	Connellsville	100,000				2d Mortgage	25,000	7	1871	70
Convertible Bonds	970,000	7	1876	107½	McKeesport	100,000				Watertown and Rome:				
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	101½	Baltimore City	94,000				Mortgage (new bonds)	800,000	7	1880	
New York and Erie:					Baltimore City Stock	906,000				Western (Mass.):				
1st Mortgage	3,000,000	7	1867	106	1st Mortgage (Turtle Cr. Div.)	400,000	6	1889		Sterling (£899,000)	4,319,520	5	'68-'71	
2d Mortgage	4,000,000	7	1864	105	Pittsburg, Ft. Wayne and Chicago:					Dollar Bonds	802,000	6	1875	
3d Mortgage	6,000,000	7	1883	97	1st Mortgage	5,250,000	7	1911	80½	Albany City Bonds	1,000,000	6	'66-'70	
4th Mortgage	4,900,000	7	1880	89	2d Mortgage	5,100,000	7	1911	76½	Hudson & Boston R. R. Loan	150,000	6		
5th Mortgage	1,792,500	7	1883	86	3d Mortgage	2,000,000	7	1911	62½	Williamsport and Elmira				
New York and Harlem:					Pittsburg and Steubenville:					1st Mortgage	1,000,000	7	1890	85
1st Mortgage	2,950,000	7	1873	104½	Mortgage	800,000	†	1865		Wilmington and Manchester:				
2d Mortgage	1,000,000	7	1864	100½	Potsdam and Watertown:					1st Mortgage	596,000	7	1866	60½
3d Mortgage	862,300	7	1867	85	1st Mortgage	800,000	7½	'04-'74		2d Mortgage	200,000	7	1872	
New York and New Haven:					Quincy and Chicago:					Mortgage, payable in England	443,555	6	1863	
Plain Bonds, Coupon	812,000	7	1866	94	1st Mortgage	1,200,000		1873		Sterling, issued in 1868	144,500	6	1863	
Mortgage Bonds, Coupon	978,00													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.			
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.		
ALABAMA.																						
30 Jun. '60	65.0				50.6			Alabama and Florida	1,451,736	*		877,953	503,500	105,255	1,515,704	54.0		101,102	37,866			
28 Feb. '59	30.3				58.1	2	2	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	618,965	30.3		55,791	31,852			
31 May '60	109.6				57.8	11	9	Ala. and Tennessee Rivers	2,281,927	184,906		1,067,000	777,777	240,485	2,476,023	109.6		207,626	111,232			
30 Jun. '59	57.0				171.3			Mobile and Girard	1,500,000	*						57.0	236,791	21,006				
1 Apr. '61					67.2	1	2	Mobile and Great Northern	590,216	*		600,431			600,431			1,402,858	695,370			
1 May '61	469.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000	*								505,156	260,269	6		
28 Feb. '60	88.5	28.4			23	14	283	Montgomery and West Point.	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9						
1 May '61					209.5			North East and South West														
ARKANSAS.																						
30 Nov. '58	38.5				107.5			Cairo and Fulton	553,877	*		351,524	446,000	10,725	811,949							
30 Dec. '60	22.5							Memphis and Little Rock														
CALIFORNIA.																						
								Sacramento Valley	1,493,850	*		793,850	700,000		1,493,850	22.5		230,251	104,594			
CONNECTICUT.																						
31 July '60	23.8		2.8		4	4	43	Danbury and Norwalk	343,103	159,373		307,010	96,500			23.8	45,543	77,028	34,866	16		
31 Jun. '61	122.4		15.9	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,739	1,810,500		319,444	4,323,922	122.4	252,906	359,147	149,477		
31 Aug. '61	61.4	1.6	64.5		18	21	302	Hartford, Provid. and Fishkill	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,909,587	73.0	323,491	712,876	354,136	14	142	
31 Dec. '60	74.0				11	11	240	Hartford and New Haven	2,439,775	*	6,247	2,000,000	197,000	52,461	2,585,534	120.0	213,253	319,106	77,038			
31 Dec. '60	57.0		1.3		7	11	179	Housatonic	1,381,800	*		1,031,800	289,750	21,408	1,342,958	57.0	137,813	263,209	94,591	8		
31 Dec. '60	62.0		2.6		6	12	29	Naugatuck	1,454,040	*		738,538	750,000	156,429	1,644,967	62.0	127,390	135,072				
31 Dec. '60	46.0	8.8	4.9					N. Haven, N. London and Ston.	1,400,000	*		922,500	500,000		1,422,500	55.2	120,671	149,317	149,317	5		
31 Dec. '61	66.0		5.2			7	11	New Haven and Northampton	686,074	*		602,138	61,300	24,901	688,562	66.0	145,762	116,897	102,722	2		
31 Mar. '62	61.3	1.0	63.8		32	74	368	New London Northern	4,643,649	710,403		3,000,000	1,890,000		5,626,549	117.4	484,850	808,060	301,979			
30 Nov. '61	59.4	7.0	8.5		14	17	282	New York and New Haven	2,613,694	*	200,000	2,122,500	809,300	62,477		66.4		238,512	108,626		43	
31 Oct. '60	84.3		10.7					Norwich and Worcester														
DELAWARE.																						
31 Oct. '61	16.2							Delaware	1,552,257			406,132	870,000		271,877	1,007,684	84.3	136,631	138,970	41,466		
								Newcastle and Frenchtown	704,860		43,525	744,520		5,024	749,544	5.0		22,308	7,915	64		
FLORIDA.																						
30 Apr. '60	154.2				150			Florida				191,435	195,000	75,594	619,112	32.0		7,857	3,535			
30 Apr. '60	32.0		3.0	13.0	3	1	6	Florida and Alabama	532,791	30,586												
30 Apr. '62	59.9		5.0					Fla., Atlantic and Gulf Central														
30 Apr. '62	100.0	3.9	10.0	163.5				Pensacola and Georgia														
GEORGIA.																						
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	126,000		1,597,385	86.7		418,036	265,827	8	125	
30 Jun. '62	92.6		8.7	70.9				Atlantic and Gulf—M. Trunk				738,700	129,500			30.0		168,988	95,612			
30 Dec. '60	53.0							Augusta and Savannah	1,032,200	*		755,000				53.0						
30 Apr. '60	43.5				23.7			Brunswick and Florida	765,000	*		151,887				31.0						
30 Nov. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,366,800	*		4,366,800			6,590,173	229.0	879,468	1,715,025	764,574	10		
31 Mar. '60	171.0	61.0						Georgia (and Bank)	4,156,000	*	1,003,650	1,500,000	312,500		8,123,343	232.0		1,159,188	628,043	8	100	
30 Nov. '60	102.5				19	16	171	Macon and Western	1,600,000	*		1,500,000			1,658,976	102.5	226,241	404,618	212,676	19	72	
31 July '59	50.0				7	2	107	Muscookee	774,244	162,534		609,950	249,000		1,026,868	50.0		202,714	110,516	8		
1 May '58	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	71.6						
31 July '60	106.1	100.8			18	22	201	South Western	3,770,425	*		2,921,900	596,500	19,913	3,822,913	228.8			388,553	13		
30 Sep. '59	138.0				52	24	705	Western and Atlantic	5,901,497	*		built and own'd by State.				138.0		832,343	454,541			
ILLINOIS.																						
31 Dec. '61	220.0				50	30	763	Chicago, Alton and St. Louis	10,000,000			3,500,000	4,500,000		10,000,000	220.0		1,098,465	452,693	4		
30 Apr. '61	138.0		26.0		62	31	990	Chicago, Burlington and Quincy	6,062,928	1,405,998	2,728,930	4,689,340	3,814,516		10,195,257	168.0		1,514,478	242,564		75	
31 Dec. '58	45.0				6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,868	188,085	2,056,065	45.0	14 mo.	243,282	135,284			
1 Apr. '62	242.0				29.0	36	23	Chicago and Northwestern	11,135,666	456,637		2,955,936	8,935,000	264,676	11,817,527	213.0		849,719	414,828			
31 Mar. '62	181.8				59	57	960	Chicago and Rock Island	7,023,936	*	40,469	5,603,000	1,397,000		7,545,220	228.4	768,949	1,054,704	415,971	3	614	
10 Nov. '58	33.2							Fox River Valley	580,000	*		580,000				33.2						
31 Dec. '61	121.0	138.5			60	63	1,369	Galena and Chicago Union	8,059,729	1,311,917		6,028,400	3,414,702		10,502,318	261.3	1,128,454	1,720,396	811,185	5	674	
31 May '61	175.0							Great Western	5,022,926	*		1,600,000	2,391,000			175.0		486,943	181,529			
31 Dec. '61	454.8	252.5			112	94	2,347	Illinois Central	27,492,988	*		15,829,095	15,277,500	172,929	33,504,024	708.3	2,458,022	2,965,758	1,150,903			
								Illinois River														
								Ohio and Mississippi	4,870,586	*		1,780,295	3,292,403			148.0						
								Peoria and Bureau Valley					600,000			oper by Chic.	& R. Ia.	125,000				
								Peoria and Hannibal														
								Peoria and Oquawka	5,400,000	*		1,569,839	2,200,000			186.0						
31 Dec. '58	100.0							Quincy and Chicago	1,978,555	*		800,000	1,200,000		2,000,000	100.0	oper by Chic.	Bur. & Quincy.				
								Rock Island Bridge								oper by Chic.	& R. Ia.	823,767				
31 Dec. '58	168.5	39.8			31	30	424	Terre Haute, Alton & St. Louis	7,608,958	628,487		3,026,903	5,035,615	741,040	8,865,252	208.3						
INDIANA.																						
								Cincinnati and Chicago	2,080,433	*		1,106,679	1,006,125			108.0						
								Cincinnati, Peru and Chicago														
31 Aug. '57	109.0							Evansville and Crawfordsville														

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Years ending.	Railroad.				Equipment. Road in progress or projected.	Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.			2nd Track and Sidings.		Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
	M.	M.	M.				No.	No.		No.	Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.			
31 May, '59	35.5					4	4	21	Androscooggin	757,381	*		151,833	444,638	160,910	757,381	36.5			40,155	24,676			
31 May, '61	55.0					9	10	128	Androscooggin and Kennebec	2,210,947	*	21,925	457,900	1,748,857	138,817	2,345,574	137.0			318,505	94,088			
31 Dec, '60	149.0		25.0			41	17	349	Atlantic and St. Lawrence	6,788,205	867,734		2,494,900	3,472,000	7,000	7,983,475	149.0			707,144	177,318	6	78	
30 Jan, '59	12.5		2.0			4	3	45	Bangor, Oldtown and Milford	244,726	*		135,000		40,576	244,726	12.5			30,830	Loss			
30 Sep, '61	63.0	9.5	8.0			12	11	120	Kennebec and Portland	2,871,264	*		1,287,779	1,280,000	271,143	2,990,998	109.5	139,963		172,113	91,487			
31 Dec, '59				14.0					Penobscot	328,412			180,497	300,000	75,000									
31 May, '61	64.7					4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	54.7	oper. by	An. & K.	70,566				
31 May, '61	61.3					11	13	118	Portland, Saco and Portsmouth	1,494,792	*	5,203	1,600,000			1,600,000	51.3	169,475		245,348	115,732	6	102	
31 May, '59	37.0								Somerset and Kennebec	783,763	*		169,200	556,600			37.0			55,403	28,404			
31 May, '61	18.5			33.5					York and Cumberland	1,090,000	*		370,000	450,000	270,000	1,090,000	18.5			26,386				
MARYLAND.																								
30 Sep, '60	270.6	7.2			235	124	3,272		Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	236.8			3,922,203	2,305,788	6	65	
30 Sep, '60	30.0				7	33	167		Washington Branch	1,650,000	*		1,650,000			1,824,806	39.0	187,427		462,880	290,840	9	100	
31 Dec, '61	138.0	4.0	16.4		41	30	1,410		Northern Central	7,562,721	666,010	224,798	2,260,000	5,150,000	498,028	9,308,402	155.0	744,961		1,417,977	736,145		25	
MASSACHUSETTS.																								
30 Nov, '61	21.2		2.0		6	4	80		Berkshire	500,500	100,000		600,000			601,360	ope. rat. by	Housat.	42,000			7		
30 Nov, '61	28.7	1.8	43.4		21	26	566		Boston and Lowell	2,428,592	*		1,830,000	440,000			57.7			449,051	128,733	7	90	
31 May, '61	74.8	8.8	49.7		32	64	606		Boston and Maine	4,300,849	*	465,758	4,076,974		86,655		113.3			776,065	315,071	6	110	
30 Nov, '61	47.0	7.0	32.5		22	27	210		Boston and Providence	3,057,900	102,100		3,160,000	132,720			61.8			588,871	272,429	8	111	
30 Nov, '61	44.6	24.0	60.1		30	59	295		Boston and Worcester	4,301,025	437,416	100,000	4,500,000		128,104		83.6			928,932	408,594	8	111	
30 Nov, '61	48.0	1.1	2.7		7	10	109		Cape Cod Branch	907,761	123,864		681,689	163,400		47.2			95,871	34,072	4	26		
30 Nov, '61	50.0	2.3	8.8		12	13	331		Connecticut River	1,614,385	187,558		1,591,100	300,000		52.3			250,836	122,956	6	90		
30 Nov, '61	44.2	36.4	25.3		28	47	429		Eastern	3,985,084	315,165	264,102	2,853,400	1,885,000	34,000	4,908,862	120.7	432,100		565,939	248,402	4	60	
30 Nov, '61	19.9	1.3	3.8						Essex	742,592	4,416		299,107	280,261	197,428	776,796				543,158	10,188	6	67	
30 Nov, '61	50.9	30.9	73.5		29	28	655		Fitchburg	3,189,851	350,149		3,540,000			71.6			66,060	217,054	6	100		
30 Nov, '61	14.0		2.4		3	3	87		Fitchburg and Worcester	283,658	40,226		217,825	55,450	5,900	333,884	26.4			33,820	7,663	6	97	
30 Nov, '61	25.0		3.0						Hampshire and Hampden	596,051			292,950	303,014	97,706		ope. r. by N. and L.							
30 Nov, '61	12.3		2.3		2	3	27		Lowell and Lawrence	332,883	30,275		200,000	75,000	16,555	363,158	ope. r. by B.		204,374	48,542	8	110		
30 Nov, '61	14.5		17.2		12	12	324		Nashua and Lowell	558,920	95,683		600,000			698,563	27.7							
30 Nov, '61	20.1	1.5	1.0		7	16	146		New Bedford and Taunton	553,014			600,000	213,000	108,500		21.6			123,016	24,907	2	58	
30 Nov, '61	27.0		2.4						Newburyport	697,386			220,340	234,900	140,902									
30 Nov, '61	21.5		0.3	11.5					N. York and Boston Air Line	744,130	*		283,037	459,693	133,585				18,291					
30 Nov, '61	79.5	7.7	26.5		27	46	358		Old Colony and Fall River	3,434,164	*		3,015,100	81,000	121,778		87.3			605,320	219,608	6	104	
30 Nov, '61	18.6		0.7		1	2	1		Pittsfield and North Adams	432,430	11,247		450,000						36,538	19,060	6	90		
30 Nov, '61	43.4	1.0	14.9		12	18	808		Providence and Worcester	1,442,470	256,521	39,900	1,600,000	147,000		44.4			308,228	139,447	8	107		
30 Nov, '61	16.9		1.7		3	3	3		Salem and Lowell	381,470	82,543		243,305	226,900	270		ope. r. by B. and L.							
30 Nov, '61	11.5		0.4		2	7	17		South Shore	402,167	39,426		259,655	150,000	2,768		11.5		60,165	11,578	7	97		
30 Nov, '61	21.9		1.1						Stockbridge and Pittsfield	448,700			448,700				ope. r. by Housat.		31,499					
30 Nov, '61	11.1	0.6	1.1		7	18	144		Taunton Branch	250,000			250,000				11.7		129,091	16,204	7	100		
30 Nov, '61	6.1			36.5					Troy and Greenfield		*						ope. r. by T. and B.							
30 Nov, '61	69.0	8.0	5.5		11	8	192		Vermont and Massachusetts	3,268,415	*		2,124,225	991,125		77.0			200,648	95,739	8	124		
30 Nov, '61	155.0	17.3	118.1		72	59	1,183		Western (incl. Alb. & W.S. etc.)	11,135,152	*		5,150,000	6,271,520	75,854	14,242,462	217.9			1,894,568	812,997	8	124	
30 Nov, '61	45.7		9.2		10	8	149		Worcester and Nashua	1,278,898	*		1,141,000	150,000	812		45.7			195,669	83,188	5.3	65	
MICHIGAN.																								
1 Jan, '59	17.3			2.7	2	1	100		Bay de Noquet and Marquette															
30 Sep, '59	57.0								Chic. Detroit & Can. G.T. Junc.	8,270,623	647,596		2,950,000	4,250,000		9,008,369	188.0			365,038	144,270			
30 Sep, '60	188.0								Detroit and Milwaukee															
									Flint and Pere Marquette															
									Grand Rapids and Indiana															
31 May, '62	284.8		28.4		98	85	2,569		Michigan Central	12,487,239	*	1,122,764	6,087,710	7,999,489		14,371,173	329.3	1,338,658	2,361,241	1,212,088	8	60		
31 Mar, '62	248.0	281.0			83	104	985		Mich. S'th'n & N'th'n Indiana	18,616,401	1,044,259	2,404,151	9,018,200	9,750,707	219,687	18,998,595	527.0	1,775,728	2,250,518	1,137,548		24		
									Pere Marquette															
MINNESOTA.																								
									Minnerota and Pacific					600,000										
									Southern Minnesota					575,000										
									Minneapolis and Cedar Rapids					600,000	191,130									
									Minnesota Transit					500,000										
									Root River Valley															
30 Apr, '60	236.0				25	22	336		Mississippi Central	4,966,022	756,292		2,000,961	2,554,732	895,992	6,331,899	236.0			584,342	328,092			
31 Oct, '59	71.4				27.8	7	4	41	Mississippi and Tennessee	1,254,894	159,018		798,285	466,949	275,000	1,974,444	59.7			1				

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.	Liabilities.					Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by loco motives with trains.	Gross.	Net.	Dividends.			
						Passenger.	Freight, etc.			Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.							Floating Debt.		
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. a.	p. c.		
NEW YORK.																							
30 Sep. '60				140.0				Albany and Susquehanna	548,221			507,957		46,139	554,096	ope	r. by Re	na. & S	arat.				
30 Sep. '60	32.9		3.3		5	12	53	Albany and Vermont	1,557,502	136,038		439,005	1,575,099		60,000	ope	r. by W	estern.					
30 Sep. '60	38.3		44.0					Albany and West Stockbridge	2,389,559			1,000,000	1,389,559		2,389,559	ope	r. by W	estern.					
30 Sep. '60	34.9		2.6	73.6	4	6	39	Black River and Utica	1,156,269	81,445		822,371	745,500	7,121	1,574,992	ope	r. by W	estern.					
30 Sep. '60	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000		470,000	ope	r. by W	estern.					
30 Sep. '60	14.5		7.0					Brooklyn Central and Jamaica	546,372	40,247		448,750	85,000		533,750	ope	r. by W	estern.					
30 Sep. '60	24.7	0.9	23.4	5.5	168			Brooklyn City	926,356	335,870		1,000,000			130,000	ope	r. by W	estern.					
30 Sep. '61	142.0		14.9	18.6	28	32	402	Buffalo, New York and Erie	3,165,147		208,817	850,000	2,412,534		212,072	ope	r. by W	estern.					
30 Sep. '60	68.3		14.0		28	34	327	Buffalo and State Line	2,267,158	521,126		1,950,950	1,049,000	27,546	3,027,496	ope	r. by W	estern.					
30 Sep. '60	34.6		38.1					Cayuga and Susquehanna	719,050			343,500	300,000	75,550	719,050	ope	r. by W	estern.					
30 Sep. '60	17.4		2.1					Chemung	400,000			880,000	70,000		450,000	ope	r. by W	estern.					
30 Sep. '60	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000	ope	r. by W	estern.					
30 Sep. '60	17.3		3.0					Hudson and Boston (West)rn.	175,000			175,000			175,000	ope	r. by W	estern.					
30 Sep. '60	144.0		115.1		58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106	150,000	ope	r. by W	estern.					
30 Sep. '60	84.0	2.5	10.8		17	40	126	Long Island	2,077,132	489,138		1,852,716	756,998	12,283	2,620,997	ope	r. by W	estern.					
30 Sep. '61	297.8	258.1	313.8		211	237	3,171	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	ope	r. by W	estern.					
30 Sep. '60	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,796	38,401,300	ope	r. by W	estern.					
30 Sep. '60	138.0	2.1	29.6		33	93	576	New York and Harlem	8,022,786			5,717,190	6,055,752		152,900	ope	r. by W	estern.					
30 Sep. '60	8.0				2	8	8	New York and Flushing	244,412	34,750		120,000	135,000	6,000	261,000	ope	r. by W	estern.					
30 Sep. '61	99.0							Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	ope	r. by W	estern.					
30 Sep. '60	118.0	3.8	17.7		28	14	578	Northern (Ogdensburg)	4,809,856			1,500,000	3,077,000		4,577,000	ope	r. by W	estern.					
30 Sep. '60	35.9		2.2		7	6	46	Oswego and Syracuse	791,002	*		396,340	213,500	4,875	59,759	ope	r. by W	estern.					
30 Sep. '60	75.4		2.3		6	4	33	Pottsdam and Watertown	1,537,509	62,517		665,419	1,000,000	192,748	75,400	ope	r. by W	estern.					
30 Sep. '60	25.2		2.0		5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000	59,200	ope	r. by W	estern.					
30 Sep. '60	18.5		1.2	21.3				Rochester and Genesee Valley	654,021			557,500	150,000	19,980	ope	r. by W	estern.						
30 Sep. '60	18.0		1.0		1			Sacketts Harbor, Rome & N.Y.	70,468	1,050		10,305		61,213	ope	r. by W	estern.						
30 Sep. '60	21.0		1.6		2	2	11	Saratoga and Schenectady	480,884			300,000	83,000		ope	r. by W	estern.						
30 Sep. '60	40.8	6.7	3.8		9	11	84	Saratoga and Whitehall	820,518	81,166		500,000	378,000	3,376	ope	r. by W	estern.						
30 Sep. '60	13.0		0.3		2	6	6	State Island	251,389	36,443		62,731	162,087	63,374	ope	r. by W	estern.						
30 Sep. '60	81.3		7.6		13	12	117	Syracuse and Binghamton	2,854,212			1,200,130	1,643,153	121,065	ope	r. by W	estern.						
30 Sep. '60	31.9		3.5		10	9	123	Troy and Boston	1,366,326	168,437		605,911	806,500	247,155	ope	r. by W	estern.						
30 Sep. '60	6.0							Troy and Greenbush	258,835	36,073		274,400			ope	r. by W	estern.						
30 Sep. '60	2.1							Troy Union	752,601			30,000	680,000		ope	r. by W	estern.						
1 Jan. '62	104		30.0					Warwick Valley	185,000			100,000	85,000		ope	r. by W	estern.						
30 Sep. '60	96.7		11.0		17	11	283	Watertown and Rome	1,948,640	327,304		1,499,000	772,400	68,112	ope	r. by W	estern.						
NORTH CAROLINA.																							
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,167,503	*		1,545,225	400,000	276,372	2,419,401	ope	r. by W	estern.					
31 May, '60	223.0							North Carolina	4,235,000			4,000,000			223,000	ope	r. by W	estern.					
30 Sep. '60	161.5	15.0			23	18	182	Raleigh and Gaston	1,240,241	*		973,300	126,200		ope	r. by W	estern.						
30 Sep. '60	161.9				24	32	144	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,984,509	ope	r. by W	estern.					
15 Mar. '60	81.0	3.0		192.5				Wilmington and Weldon	2,869,223	*	107,000	1,240,213	791,055	102,391	3,114,954	ope	r. by W	estern.					
30 Sep. '60	81.0							Western North Carolina	2,000,000	*	4,700	290,212		70,860	ope	r. by W	estern.						
OHIO.																							
31 Dec. '60	118.2				17	12	208	Atlantic and Great Western	613,231			868,939	1,256,750	77,294	ope	r. by W	estern.						
1 Aug. '61	137.0				41	39	508	Bellefontaine and Indiana	3,027,931		10,000	1,859,813	1,256,750	77,294	ope	r. by W	estern.						
1 Mar. '62	60.3				22	28	432	Central Ohio	5,579,508	922,670		106,133	1,628,356	3,673,000	1,126,458	ope	r. by W	estern.					
31 Dec. '60	30.0				22	28	432	Cine, Hamilton and Dayton	2,918,727	504,892	79,947	2,155,800	1,344,000		3,818,784	ope	r. by W	estern.					
1 May, '59	131.8				31.0	16	10	Cine, and Indianapolis Junc.	6,250,841			2,441,176	3,032,000	228,973	ope	r. by W	estern.						
31 Dec. '60	135.4				22	31	496	Cine, and Indianapolis Junc.	6,250,841			2,441,176	3,032,000	228,973	ope	r. by W	estern.						
31 Dec. '60	67.0				22	31	496	Cleveland, Columbus and Cine.	4,029,200	614,411	512,533	4,746,100	519,000	4,201	5,765,123	ope	r. by W	estern.					
31 Dec. '61	95.4	1.2	37.9		30	42	470	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,152	1,693,300	304,182	3,341,020	ope	r. by W	estern.					
30 Nov. '58	101.9	102.5			42			Cleveland, Painesville & Ashtabula	3,958,537	*	641,503	3,000,000	1,353,000		ope	r. by W	estern.						
31 May, '62	109.2	79.4			32	45	431	Cleveland and Pittsburgh	9,320,288			3,942,368	4,918,325	653,821	9,661,102	ope	r. by W	estern.					
31 May, '62	109.2	79.4			32	45	431	Cleveland and Toledo	9,320,288			3,942,368	4,918,325	653,821	9,661,102	ope	r. by W	estern.					
31 Dec. '58	61.4				53.0	5	6	Cleveland and Toledo	9,320,288			3,942,368	4,918,325	653,821	9,661,102	ope	r. by W	estern.					
31 Dec. '58	61.4				53.0	5	6	Cleveland and Toledo	9,320,288			3,942,368	4,918,325	653,821	9,661,102	ope	r. by W	estern.					
30 Nov. '61	54.5		10.4		31.0	6	9	Columbus and Indianapolis	6,999,373	504,420	95,679	3,243,800	3,850,595	145,660	7,628,820	ope	r. by W	estern.					
31 Mar. '61	144.0		7.9		14	11	190	Columbus and Xenia	1,574,693	*		769,673	575,250	632,486	ope	r. by W	estern.						
31 Aug. '60	36.6							Columbus and Xenia	2,555,000			750,000	1,600,000	205,000	ope	r. by W	estern.						
31 Aug. '60	36.6																						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.							Earnings.				Dividends.	Price of shares.	
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.				Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings.			
					Engines.	Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.			
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.	
PENNSYLVANIA, (Continued.)																						
31 Oct. '61	59.0	18.0	5.0	88.5	8	5	59	Pittsburg and Connellsville	2,828,895	90,803		1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217			
31 Dec. '61	467.5		68.7		104	80	1,261	Pittsb'g, Ft. Wayne & Chicago	17,002,121	*	31,408	6,249,433	10,264,995	1,847,328	18,999,531	467.5	2,434,641	3,031,787	1,299,721		31	
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462	*		1,221,277	280,000									
30 Sep. '59	54.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700	*		1,258,700	97,000		1,355,700	54.0						
30 Sep. '59	2.2	15.3	14.9					Schuylkill Valley	573,616			568,150			573,616	24.5		34,501	29,604		34	
31 Mar. '61	98.0	1.2	2.0		4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	884,450	789,970	60,821	1,724,227			96,227	54,682			
31 Dec. '59	148.0		20.0	140.0				Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0		114,126	61,848		16	
30 Nov. '59	29.6	6.5	31.9		8	3	127	Tioga	703,349	85,932		97,550	396,000			29.6		83,072	47,007		6	
30 Sep. '59	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4		125,597	4,502			
30 Sep. '60	78.0		6.0		16	8	125	Williamsport and Elmira	4,050,314	*		1,500,000	2,200,000	298,895		78.0	199,878	236,420	860,339		12 1/2	
RHODE ISLAND.																						
1 Jan. '60	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	276,800			62.0	240,449	331,522	106,782	5	55	
30 Nov. '61	13.6		0.5			3	5	Providence, Warren & Bristol	448,666	*		437,917	8,500			13.6		26,454	6,914			
SOUTH CAROLINA.																						
31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,916,515	217,577		2,134,092	13.2						
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9						
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		283,263	151,536	6		
	40.3							Cheraw and Darlington	600,000			400,000	200,000			49.3						
1 Jan. '59	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	345,546	2,919,554	164.5		341,190	125,871			
31 Aug. '58	22.5							Kings Mountain	196,230	*		200,000			200,000	22.5					5	
31 July '58	32.0							Laurens	543,403	*		400,000	106,218		575,729	32.0		27,568	8,527			
28 Feb. '59	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		220,014	96,145			
31 Dec. '60	136.0	106.0			62	59	790	South Carolina														
31 July '58	25.1			41.9				Spartanburg and Union				2,643,833				25.1		1,499,636	701,943	7		
TENNESSEE.																						
30 Sep. '60	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187			
1859.				17.0	2		14	Edgelfield and Kentucky	857,947	*		333,204	612,000	60,900		30.0	29,845	9,359	7,486			
1859.	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367			1,289,673	2,020,000	200,000		140.0		318,718	187,460			
1859.	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.3	150,142	297,806	149,167			
1860.	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	200,112	7,627,797	291.0		1,635,096	873,597			
1859.	271.6	16.0	20.0	3.9	9	6	242	Memphis and Ohio	2,259,267	141,144		670,000	1,361,000	145,000								
1859.	100.0		30.6	55.8				Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000									
1859.	59.0		40.1		7	5	119	Mississippi and Tennessee	1,137,400			798,285	554,949	319,518		59.4	69,870	177,256	60,029			
1859.	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,660			
1859.	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		34.2	30,065	23,808	13,892			
30 Nov. '60	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,056,544	1,731,000			159.0		734,118	337,384	6		
1859.								Nashville and Northwestern														
1860.	45.8		4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,953	87,243			
1859.	30.0		0.6	8.0				Winchester and Alabama				216,962	413,000	408,477		30.0		1,248				
TEXAS, (all aided by State.)																						
	32.0			158.0				Buffalo Bayou, Braz. & Col'do								32.0						
	56.0			184.0				Galvest, Houston & Henderson								56.0						
	50.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,560		50.0	31,200	32,670				
1 May '60	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,245	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568			
	25.0			110.0				San Antonio & Mexican Gulf								25.0						
	28.0			766.0				Southern Pacific								28.0						
VERMONT.																						
31 May, '61	90.7		8.6	19.6	8	8	183	Connect. & Passumpsic Rivers	1,514,132	193,422		1,280,400	800,000	60,589		90.7	118,219	183,750	92,683		80	
31 Aug. '60	119.6		13.0		26	18	600	Rutland and Burlington	3,989,708	617,743		2,233,376	3,172,550	979,119	6,385,046	119.6		349,440	334,368	113,318		
31 Aug. '60	62.0		4.0		10	6	174	Rutland and Washington	1,771,683	*		960,000				62.0		142,839	150,318	30,288		
31 Aug. '60	119.0		20.0		42	28	885	Vermont Central	8,402,055	*		5,000,000	3,853,000	1,423,299	10,276,299	169.0		706,817	775,569	127,727		
31 Aug. '60	47.0		2.8					Vermont and Canada	1,350,695			1,350,000			1,350,695	ope. by Vt. Central					12 1/2	
31 Aug. '60	23.7		0.7		3	4	43	Vermont Valley	1,212,274	89,612		516,164	793,200			23.7	47,950	45,930	8,522			
31 Aug. '60	54.0	10.5						Western Vermont	1,933,500	*		332,000	700,000		1,083,500	ope. r.b. Troy & Bost.			55,858			
VIRGINIA.																						
31 Aug. '59	41.3			122.1				Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194							
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		113.7	703,034	136,302	43,062			
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,006,873	122,156		1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332			
30 Sep. '59	103.5				8			Northwestern Virginia	5,322,150	*		468,605	5,719,229			103.5	345,427	248,004	104			
30 Sep. '59	88.3	68.4	10.0		16	16	175	Orange and Alexandria	2,063,655	2,517,500		2,063,655	500,056		167.7	270,846	450,427	222,214				
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	3,040,636	374,996		1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344			
30 Sep. '59	59.2	21.3			14	17	131	Petersburg and Roanoke	1,223,526	*		883,200	102,500	5,799	1,486,527	80.5		326,554	213,852		7 1/2	
30 Sep. '59	140.5	2.7	12.0		28	30	418	Richmond and Danville	3,729,037	*		1,981,197	1,200,000	75,908	6,753,655	143.2		224,014	560,904	282,328		
30 Sep. '59	75.1		4.5		11	10	193	Richm., Frederick & Potomac	1,955,579	*	52,800	1,041,880	643,960	96,828		75.1	169,981	279,945	145,385		7	
30 Sep. '59	22.2		2.8	3.1		10	7	Richmond and Petersburg	1,222,523	*		836,750	204,808	26,853		43.5	1,059,054	138,753	79,585		60	
30 Sep. '59	23.7		0.2	14.6		2		Richmond and York River	704,840	20,554		667,812	85,000			23.7	12,542					
31 Jan. '60	80.0				10	11	161	Seaboard and Roanoke	4,669,246		1,200	844,200	472,511	52,926	1,639,648	80.0		240,446	121,053	7		
30 Sep. '60	778.2		21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	53,948	3,162,754	1,480,592	52,929	4,832,929	195.0		280,96				

New York Stock Exchange.
Highest Sale Prices for the week ending July 16.
 Th. 10. F. 11. Sat. 12. M. 14. Tu. 15. W. 16.

FEDERAL STOCKS:—					
U. S. 6s, 1871	90	90½	89½	88½	87½
U. S. 6s, 1874	102	102½	101½	100½	100½
U. S. 6s, 1885	102½	102½	101½	100½	100½
U. S. 6s, 1881, reg.	102½	102½	101½	100½	100½
U. S. 6s, 1881, 800	102½	102½	101½	100½	100½
U. S. 6s, 1882	100	99½	98½	97½	97½
U. S. 6s, 1887	100½	100½	100½	100½	100½
U. S. 6s, 1888	100½	100½	100½	100½	100½
Treasury 7 3-10 Notes 104½	104½	104½	104½	104½	104½

STATE STOCKS:—					
California 7s	92½	93½	94	94½	95½
Georgia 7s	98	98	98	98	98
Illinois Coupon bonds 102½	98	98	98	98	98
Illinois War Loan	98½	98½	98	97	95
Indiana 5s	98½	98½	98	97	95
Indiana War Loan	95	95	95½	95½	95½
Kentucky 6s	65	65	65	65	65
Louisiana 6s	49½	49½	49	48	46½
Maryland 6s	62½	62½	62	61	60½
Michigan 6s	70	70½	70	69	70
Minnesota 6s	104	105	104	104½	103
Missouri 6s	54½	54	53½	51	49
Do. Jas. to H. & St. J. R. 61½	53	54	53	53	53
New York 6s, 1873	70	70½	70	69	70
North Carolina 6s	104	105	104	104½	103
South Carolina 6s	54½	54	53½	51	49
Ohio 6s	53	54	53	53	53
Tennessee 6s, 1890	54½	54	53½	51	49
Virginia 6s	53	54	53	53	53

RAILROAD STOCKS:—					
Buffalo & State Line	77½	77½	77½	75	75
Chicago, Burl. and Q.	65	65	63½	62½	61½
Chicago and Rock Isl.	125	125	125	114½	113
Clev., Col. and Cin.	23½	23½	22½	22	21½
Clev. and Pittsburg	48½	48½	47½	46	45½
Clev. and Toledo	95	94	94	94	94
Del., Lack. and West	70½	70½	69½	68½	67½
Galena and Chicago	46½	45½	45½	44½	43½
Hudson River	60	58½	57½	56½	55½
Illinois Central (scrip)	62	61½	61	60½	59½
Michigan Central	68½	68½	67½	66½	65½
M. S. and N. I. guard	25½	25½	25	24½	24
M. S. and N. I.	33½	33½	32½	32	31
Mil. and P. du Chien	68½	68½	68½	68½	68½
M. and P. du C. 1st pref.	93½	92½	91½	90½	90
M. and P. du C. 2d pref.	36½	35½	34½	33½	33
New Jersey	63½	63½	62½	61½	61
New Jersey Central	16½	16½	14½	14	14
New York Central	38½	38½	37½	35	34½
Erie	131	130	130	130	128½
Erie pref.	58	57	57	56	56
N. York and Harlem	19	19	19	19	19
N. Y. and H. "pref."	19	19	19	19	19
Panama	58	57	57	56	56
Phila. and Reading	19	19	19	19	19
Toledo & Wabash	19	19	19	19	19
" " Pref.	19	19	19	19	19

RAILROAD BONDS:—					
Buff. N. Y. & Erie 1 M. 88	88	88	88	88	88
Chic. and N. W. 1st M. 64	31	31	31	29	29
" " 2d M. 32½	96	96	96	96	96
" " S. F. 96	93½	93½	93	93	93
Cl. & Tol. S. F. 7 p.c.	105	105	105	105	105
Chi., Bur. and Q. 8 p.c. 106	105	105	105	105	105
Chi. and R. I. 1st M. 70	105	105	105	105	105
D. L. & W. 1 M. S. p.c. 71-5	105	105	105	105	105
" " 2 M. S. p.c. 81	105	105	105	105	105
Gal. & Ch. 1 M. 7 p.c. 63	105	104	104	104	104½
" " 2 M. 7 p.c. 75	105	104	104	104	104½
Hann. & St. J. 1 M. 8s	111	111	111	111	111
Hudson R. 1 M. 7 p.c. 69	103½	103½	103½	103½	103½
" " 2 M. 7 p.c. 60	94	94	94	94	94
" " 3 M. 7 p.c. 75	94	94	94	94	94
" " sink fund	94	94	94	94	94
Illinois Central bonds	94½	94½	94	94	94
La Crosse & Mil. L. G.	90½	90½	90	90	90
Mil. and P. du C. 1st M.	90½	90½	90	90	90
Mich. Cen. S. F. S. p.c. 82	104	104½	104	104	104
" " conv. S. p.c. 69 107½	107½	107	107	107	107
M. S. & N. I. 1 M. S. F.	100½	100½	100½	100½	100½
" " 2 M.	83½	83½	83	82½	82
N. J. Central 1st M.	101	101	101	101	101
" " 2d M.	101	101	101	101	101
N. Y. C. S. p.c. cert. 78. 101	101	101	101	101	101
" " 1 M. 7 p.c. 64	107	107	107	107	107
" " bonds 1876	107	107	107	107	107
N. Y. & E. 1 M. 7 p.c. 67	107	107	107	107	107
" " 2 M. 7 p.c. 64	98	98	97½	97½	97
" " 3 M. 7 p.c. 83 98	98	98	97½	97½	97
" " 4 M. 7 p.c. 80 90½	90½	90½	90	90	90
" " 5 M. 7 p.c. 83	90	90	90	90	90
N. Y. & H. 1 M. 7 p.c. 73	85	85	85	85	85
" " 2 M. 7 p.c. 64	85	85	85	85	85
" " 3 M. 7 p.c. 67	85	85	85	85	85
Pitts., Ft. W. & Chi. 1 M. 92	92	91	90	89	89½
" " 2d M. 80	79½	79½	78	78	78½
" " 3d M.	79½	79½	78	78	78½
Terre H. & Alton, 1 M.	82½	82½	81	81	81
" " 2 M. 82½	82½	82½	81	81	81
Toledo & Wab. 1 M.	91	91	91	91	91
" " 2 M. 64½	64½	64	62	61½	61½

MISCELLANEOUS:—					
American Gold	117½	116	114½	116½	117
Del. and Hud. Canal	92	92	92	92	92
Penn. Coal Co.	97	97	96	96	96
Pacific Mail S. S. Co. 108	110	105	109½	105	109

The following are the closing prices in the London Market on the 4th July:

United States 5s, 1874	x. c. 75	to 77
Maryland 5s	76	" 78
Virginia 5s	45	" 47
Atlantic and Great Western, N. Y. sec. 1st mort., 1880, 7 per cent.	x. c. 61	" 63
Erie shares, ex assessment scrip	29	" 30
Erie shares, 7 per cent. preference	52	" 53
Erie shares, assessment scrip	1½	" 2½
Illinois Central 6s, 1875	71	" 73
Illinois Central 7s, 1875	x. c. 77	" 78
Illinois Central \$100 shares, \$90 paid, dis.	48½	" 47½
Illinois Central, all paid	48	" 49
Michigan Central 8s, Convertible, 1869	84	" 86
Michigan Central Sinking Fund 8s, 1882	86	" 88
Michigan South. and North. Indiana 7s, 1885	78	" 80
Do. do. do. \$100 shares.	19	" 21
New York Central 6s, 1883	82	" 84
New York Central 7s, 1864	x. c. 83	" 85
New York Central 7s, 1876	88	" 90
New York Central 7s, 1876	88	" 90
New York Central \$100 shares	75	" 77
New York and Erie 7s, 1867	89	" 91
New York and Erie, 2d mort., 1859	88	" 90
New York and Erie, 3d mort., '83, assessed	78½	" 79½
New York and Erie, 4th mort.	72	" 74
New York and Erie, 5th mort.	70	" 72
New York and Erie Bonds, 1862, '71, '75	—	" —
New York and Erie shares, assessed	100	" 102
Panama, 1st mortgage 7s, 1865	99	" 101
Panama, 2d mortgage 7s, 1872	x. c. 83½	" 84½
Pennsylvania Central 6s	83½	" 84½
Pennsylvania Central 2d mortgage	83½	" 84½
Pennsylvania Central \$50 shares	38	" 40
Philadelphia and Reading \$50 shares	20	" 25

American Railroad Journal.

Saturday, July 19, 1862.

The War and Southern Railroads.

Before the outbreak of hostilities, about half the railroads that had been constructed in the Southern States for a number of years were paying dividends. One or two old lines, like the South Carolina, were indeed becoming less remunerative to their stockholders than formerly; but as a whole their condition was improving, and their prospects for the most part tolerably good. There was no reason to doubt that the principal works traversing Alabama, Mississippi, Louisiana, Tennessee, Arkansas and Texas, would ultimately pay reasonably well, any more than those of Georgia. In the cotton zone they enjoyed all but a monopoly of the transportation of the great staple of that section; and in hardly any case had a reckless competition sprung up between rival lines, as in too many States at the North. All the experience that had been gained here by years of heavy outlay and loss, operated in favor of the recently constructed works in the Gulf States. If, under such favorable circumstances, they should turn out unremunerative, when had the iron way a chance to vindicate its claims?

All these fine prospects have been rudely dashed to earth by the war. The railroad has suffered its full share in the devastation which has visited the South. Scores of costly bridges and depots have been burned; tracks have been torn up; engines and cars carried off, thrown into rivers, or in some other way rendered useless to the owners. This mad work of ruin began with the Baltimore and Ohio, which for many months was blockaded, its track torn up and its rolling stock rendered useless. To this day, though the general government has spent large sums in rebuilding it, the condition of that great work is not so good as it was in March, 1861, to say nothing of the non-payment of dividends and interest, or the losses which Baltimore has sustained in her foreign and domestic trade.

The fell spirit of mischief which wrought so much evil in Maryland and Virginia, also made

itself felt along the different lines of travel in Missouri, Kentucky, Tennessee, and wherever else the demon of discord was let loose. The railroad and its equipment were invariably among the first victims.

Indeed, the war, original in so many respects, was in no respect more original than in the fact that it constituted these costly works of internal improvement so many bones of contention for the belligerent parties. The junction of two of them, though barely half a dozen houses stood alongside, more than once became a strategic position of prime importance. The points for whose possession armies stood longest in hostile array before each other, were nothing more or less than railroad junctions. Of these, three loom up in especial importance, though the existence of two of them was scarcely known previously to the traveling world. In Virginia, Manassas; in Kentucky, Bowling Green, and in Mississippi, Corinth, have become historical spots. We had almost said that more time and money were spent upon those three points, than half the cities and rivers in the South.

Such being the case, it necessarily followed that the railroad suffered in its bed, its superstructure, its equipment, its business. It was a most costly machine provided ready to the party which could first seize and possess it. It was perfectly helpless against such a perversity of purpose, however deeply its owners might deplore the use to which it was being put.

We could wish that this were the only manner in which the railroad interest of the South will suffer from the war. Unfortunately it is drying up the sources of Southern industry, leaving in places little else than a desert, from which directors may henceforth look for business. The crops of whole States are being trodden down or suffered to perish for want of labor to remove them. This is not well; for Europe is now heartily in earnest to supply herself with cotton independent of this country altogether. For this purpose the Indian Government is expending \$40,000,000 per annum to complete the system of railways soon to spread over that great peninsula. Africa, Central and South America, the Polynesian Islands, Southern Europe, China—every country on the globe bordering on the tropics—will be tested as to its capability to grow this almost omnipotent fibre. With every day's prolongation of resistance, the loss of our monopoly of the world's cotton market becomes more certain as well as immediate. The utter demoralization of the labor system of the South only tends to aggravate the evil.

In such conditions the prospects of railroads at the South must be irritated enough for many years to come, in any supposable termination of the struggle. However we may all deplore the fact, there is no possible closing of the eyes to its existence. As to works only in progress, a veto power has been put upon their completion for a decade, if not a whole generation.

The injuries sustained by the Delaware and Hudson Canal during the flood on 5th and 6th of June last, we understand, have been permanently repaired, and the navigation resumed. Boats are now passing through the Lackawaxen Suspension Aqueduct, which has been most substantially rebuilt.

La Crosse and Black River Railroad.

We learn from the *La Crosse Democrat* that the exploring party, Messrs. Spence, Bliss, Cramer, Barton and others, have returned from the survey of the railroad route from La Crosse to Black River Falls via Stevenstown, and their report is much better than was expected. The distance is but forty-six miles, and the route very easy. The road bed can be built ready for ties at about half the cost usually incurred even in the West. Measures will be taken to push the matter right ahead. The *Democrat* says:

"The completion of this railroad will be of the greatest benefit to La Crosse as the entire country through which it passes, and north of the terminus, Jackson county, of which Black River Falls is the county seat, has now 285,000 acres of land yet unentered! Of this, at least 190,000 would make excellent farms, if there were a means offered to ship the surplus produce raised, which now requires wagon or sleigh cartage of about fifty miles to convey it to a profitable market.

Again, the average amount of lumber yearly run out of Black River to La Crosse and lower ports is about 66,000,000. Much of this is cut in Clarke county, north of Jackson, but manufactured at or this side the Falls, and then rafted. There are forty-one saw mills now running on Black River and its tributaries, and two more in course of erection. Clark county has 9, Jackson county 80, and La Crosse county 2. The largest are in Jackson county. The building of this road will at once make this city the point where all the supplies for these mills will be purchased—will give it much profitable business in freighting supplies and passengers, as well as in hauling the manufactured lumber. Besides, the iron mines of that section can be profitably worked, and the natural result of this enterprise, as sure to follow as day follows night, will be a large addition to the wealth and population of this and northern counties and a large increase of the business of this city."

Morris and Essex Railroad.

The annual meeting of this company was held at Newark on the 18th ult. The gross earnings of the road for the year ending December 31, 1861, were:

From passengers	\$124,624 90
" freight	78,595 05
" mails and sundries	7,764 06
	\$210,984 01

And the expenses were:

Repairs of road, building bridges, etc.	\$31,645 62
Repairs of engines and cars	20,478 48
Wood, oil and waste	19,112 28
Operating the road and transporting passengers and freight	43,466 47
Salaries and insurance	7,246 56
	121,949 41

Balance	\$89,034 60
Balance of interest account	19,888 32

Two dividends, of 3½ per cent. each, have been paid amounting to \$81,046.

The balance sheet of the company is as follows:

Capital stock	\$1,157,800 00
Funded debt	340,000 00
Contingent fund	260,191 12
	\$1,757,991 12
Cost of road and appendages	\$1,627,362 52
Capital stock Newark & Bloomfield Railroad Co.	55,000 00
Capital stock Telegraph Co.	2,000 00
Wood on hand, paid for.	6,180 00
Cash and cash items	67,448 60
	\$1,757,991 12

The commencement of the extension of the road from Hackettstown has been deferred on account of the unsettled state of affairs in the country; but the directors have been engaged in taking preliminary measures for the work when it shall be deemed expedient to commence it.

Imports of Dry Goods at New York.

The value of all the dry-goods imported during the month of June was—for consumption, \$3,251,425; for warehousing, \$283,677; total, 3,535,102. The value of dry-goods withdrawn from warehouse was \$735,881. Compared with the imports of June, 1861, the imports and withdrawals are more than five to one, while the goods entered for warehousing show a decrease almost equally great. For the past six months the aggregate value of imports was \$20,295,551, and of withdrawals, \$8,048,139, making \$28,343,740. This scarcely varies from the total amount for the corresponding period of last year, while the one before footed up to \$50,483,134. The value of goods warehoused this year was \$4,262,199.

The following statement shows the imports of foreign dry-goods at New York for six months and for the fiscal year ending with June:

Imports of Foreign Dry Goods at New York for six months		Imports of Foreign Dry Goods at New York for the fiscal year	
Entered for consumption:		Entered for consumption:	
1860.	1861.	1860.	1861.
Manufactures of wool.....	\$13,953,617	\$5,163,334	\$8,913,200
" cotton.....	8,795,760	2,417,774	3,550,184
" silk.....	16,734,144	6,168,432	4,102,162
" flax.....	3,705,704	1,203,402	2,843,940
Miscellaneous dry goods.....	2,580,988	1,445,971	906,055
Total.....	\$45,770,123	\$16,408,913	\$20,295,551
Total entered at the port.....		Total entered at the port.....	
\$107,343,205		\$50,555,474	
Imports of Foreign Dry Goods at New York for the fiscal		Imports of Foreign Dry Goods at New York for the fiscal	
year ending with June.		year ending with June.	
Entered for consumption:		Entered for consumption:	
1860.		1861.	
Manufactures of wool.....		Manufactures of wool.....	
\$1,279,609		\$3,614,048	
" cotton.....		" cotton.....	
2,213,515		2,127,785	
" silk.....		" silk.....	
902,687		1,755,692	
" flax.....		" flax.....	
497,392		1,057,850	
Miscellaneous dry goods.....		Miscellaneous dry goods.....	
377,816		385,395	
Total.....		Total.....	
\$4,719,011		\$11,943,966	
Add entered for consumption ..		Add entered for consumption ..	
45,770,123		20,295,551	
Total thrown on the market		Total thrown on the market	
\$50,483,134		\$32,239,517	
Total entered for consumption ..		Total entered for consumption ..	
\$97,477,801		\$52,535,068	

Withdrawn from warehouse for consumption:		Imports of Foreign Dry Goods for the fiscal year:	
1860.		1860.	
Manufactures of wool.....		July.....	
\$3,358,431		\$15,818,091	
" cotton.....		August.....	
2,166,919		\$15,146,907	
" silk.....		September.....	
1,396,011		\$6,520,066	
" flax.....		October.....	
911,214		\$4,718,793	
Miscellaneous Dry Goods.....		November.....	
635,263		\$6,292,968	
Total.....		December.....	
\$7,497,868		\$11,770,005	
Add entered for consumption ..		January.....	
\$97,477,801		\$13,850,683	
Total thrown on the market		February.....	
\$105,975,669		\$9,022,403	
Entered for warehousing:		March.....	
Manufactures of wool.....		April.....	
\$3,981,742		\$4,865,743	
" cotton.....		May.....	
3,029,175		\$5,581,593	
" silk.....		June.....	
1,778,666		\$4,335,042	
" flax.....		Total.....	
804,693		\$107,843,205	
Miscellaneous Dry Goods.....		Imports of Dry Goods for the year ending with June:	
771,148		1860.	
Total warehouse entries.....		Manufactures of wool.....	
\$10,365,404		\$23,618,825	
Add consumption entries.....		" cotton.....	
67,477,801		21,368,306	
Total entered at the port.....		" silk.....	
\$107,843,205		35,462,352	
		" flax.....	
		9,252,974	
		Miscellaneous Dry Goods.....	
		6,240,748	
		Total imports.....	
		\$38,310,345	

Taking the whole year into account, the aggregate value of dry goods entered for consumption was \$30,148,668, against \$59,755,699 for the previous year, and \$97,477,801 for 1859-60. If we add the amounts withdrawn from warehouse, these figures respectively will be \$45,114,351, \$75,545,173, and \$105,975,669. It will be seen that the foreign dry goods thrown on the market last year amounted to only about forty-two per cent. of their value in 1859-60.

Annexed we give the imports of foreign dry goods at New York for a period of twelve years. It will be seen that those of last year are less than half the average:

Year.	Value Imported.
1850-1.....	\$64,613,747
1851-2.....	57,221,062
1852-3.....	79,192,513
1853-4.....	92,389,627
1854-5.....	62,918,443
1855-6.....	85,898,690
1856-7.....	\$92,669,088
1857-8.....	67,317,736
1858-9.....	93,549,083
1859-60.....	107,843,205
1860-1.....	\$3,310,345
1861-2.....	38,155,720

Commerce of the Port of New York.

Receipts of certain articles of domestic produce at New York for six months from January 1:	1860.	1861.	1862.
Wheat, brls.....	12,334	10,363	10,233
Wheat flour, brls.....	1,140,774	1,577,666	3,252,616
Corn meal, brls.....	58,175	40,065	154,643
Wheat, bush.....	1,787,197	7,758,138	7,344,341
Rye, bush.....	90,423	155,542	560,312
Oats, bush.....	1,532,577	4,372,325	1,433,043
Barley, bush.....	252,724	487,469	707,071
Corn, bush.....	3,821,189	4,813,835	4,062,774
Cotton, bales.....	369,966	240,132	25,325
Crude turp., brls.....	34,079	32,152	800
Sp. turp., brls.....	65,246	4,374	6,078
Resin, brls.....	336,302	194,635	15,507
Tar, brls.....	38,919	48,332	1,669
Port, pkgs.....	66,236	69,420	297,712
Beef, pkgs.....	27,545	19,178	118,361
Cut meats, pkgs.....	44,657	64,134	256,403
Butter, pkgs.....	170,285	183,607	208,383
Cheese, pkgs.....	143,266	143,141	115,512
Lard, lbs and brls.....	35,132	61,686	213,505
Lard, brls.....	16,947	33,132	54,911
Whisky, brls.....	95,030	145,926	249,814

Exports from New York to Foreign Ports of certain leading articles of domestic produce for six months from Jan. 1:	1860.	1861.	1862.
Wheat, brls.....	513,726	1,213,946	1,373,306
Wheat flour, brls.....	4,424	6,060	8,340
Corn meal, brls.....	49,117	54,539	4,733
Wheat, bush.....	1,329,139	3,878,224	6,804,240
Rye, bush.....	100	120,311	832,074
Oats, bush.....	98,464	105,253	21,801
Barley, bush.....	8,250	1,000	1,318
Peas, bush.....	1,670,669	4,807,350	6,256,938
Corn, bush.....	33,727	57,100	6,086
Candies, mold. bxs.....	12,079	7,408	22,829
Candies, specim. bxs.....	20,163	13,909	55,350
Coal, tons.....	7,582	147,503	6,155
Cotton, bales.....	13,681	11,925	20,166
Hay, bales.....	582	7,361	4,789
Hops, bales.....
Naval stores.....

Receipts of certain articles of domestic produce at New York for six months from January 1:	1860.	1861.	1862.
Crude Turpentine, brls.....	27,274	21,353
Spirits Turpentine, brls.....	31,291	18,572	303
Resin, brls.....	291,303	165,722	8,735
Tar, brls.....	17,333	24,743	1,443
Pitch, brls.....	3,603	1,924	609
Whale, brls.....	170,267	170,994	528,694
Sperm, brls.....	301,992	681,613	296,948
Lard, brls.....	18,173	27,916	127,015
Lard, galls.....	21,627	14,753	23,309
Provision.....	170,267	170,994	528,694
Corn, brls.....	19,625	17,096	106,716
Beef, brls.....	44,382	21,678	15,665
Cut meats, brls.....	13,251,282	39,305,681	32,839
Butter, brls.....	3,636,838	6,977,089	9,972,801
Cheese, brls.....	7,057,266	13,320,412	11,693,600
Lard, brls.....	13,420,027	26,873,382	77,736,151
Rice, brls.....	18,107	12,694	285
Rice, tons.....	18,866	12,694	8,998
Tallow, brls.....	6,483,908	12,265,570	18,008,866
Tobacco, crude, pkgs.....	38,941	60,466	49,238
Tobacco, manu., lbs.....	3,632,927	2,479,665	382,940
Whalebone, lbs.....	341,093	552,611	416,771

Coinage at the U. S. Mint.

The following table shows the value of the Gold, Silver and Copper coined at the United States Mint in Philadelphia for the last six months:

	Gold.	Silver.	Copper.
January	\$415,539 00	\$124,411 50	\$12,000
February	305,251 50	117,920 00	10,000
March	163,737 00	50,260 00	11,000
April	154,188 00	26,900 00	10,000
May	160,421 00	26,500 00	10,000
June	583,206 00	42,600 00	15,000

Total. \$1,791,412 50 \$388,591 50 \$68,000

Aggregate value of whole, \$2,248,004.

Value of fine gold bars made from January 1, 1862, to June 30, 1862, \$31,738 16; number of bars, 46.

Value of fine silver bars made from Jan. 1 to June 30, 1862, \$1,797 78; number of bars, 12.

The Union Pacific Railroad Bill,

AS IT PASSED BOTH HOUSES OF CONGRESS.

AN ACT to aid in the construction of a railroad and telegraph line from the Missouri river to the Pacific Ocean, and to secure to the Government the use of the same for postal, military, and other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That Walter S. Burgess, Wm. P. Blodgett, Benjamin H. Cheever, Charles F. Fletcher, of Rhode Island; Augustus Brewster, Henry P. Haven, Cornelius S. Bushnell, Henry Hammond, of Connecticut; Isaac Sherman, Dean Richmond, Royal Phelps, William H. Ferry, Henry A. Paddock, Lewis J. Stancliff, Charles A. Secor, Samuel R. Campbell, Alfred E. Tilton, John Anderson, Azariah Boody, John S. Kennedy, H. Carver, Joseph Field, Benjamin F. Camp, Orville W. Childs, Alexander J. Bergen, Ben. Holliday, D. N. Barney, S. De Witt Bloodgood, William H. Grant, Thomas W. Olcott, Samuel B. Ruggles, James B. Wilson, of New York; Ephraim Marsh, Charles M. Harker, of New Jersey; John Edgar Thomson, Benjamin Haywood, Joseph H. Scranton, Joseph Harrison, George W. Cass, John H. Bryant, Daniel J. Morell, Thomas M. Howe, William F. Johnson, Robert Finney, John A. Green E. R. Myre, Charles F. Wells, junior, of Pennsylvania; Noah L. Wilson, Amasa Stone, William H. Clement, S. S. L'Hommedieu, John Braugh, William Dennison, Jacob Blickensderfer, of Ohio; William M. McPherson, R. W. Wells, Willard P. Hall, Armstrong Beatty, John Corby, of Missouri; S. J. Hensley, Peter Donahue, C. P. Huntington, T. D. Judah, James Bailey, James T. Ryan, Charles Hosmer, Charles Marsh, D. O. Mills, Samuel Bell, Louis McLane, George W. Mowe, Charles McLaughlin, Timothy Dame, John R. Robinson, of California; John Atchison, John D. Winters, of the Territory of Nevada; John D. Campbell, R. N. Rice, Charles A. Trowbridge, Ransom Gardner, Charles W. Penny, Charles T. Gorham, William McConnell, of Michigan; William F. Coolbaugh, Lucius H. Langworthy, Hugh T. Reid, Hoyt Sherman, Lyman Cook, Samuel R. Curtis, Lewis A. Thomas, Platt Smith of Iowa; William B. Ogden, Charles G. Hammond, Henry Farnum, Amos C. Babcock, W. Seldon Gale, Nehemiah Bushnell, Lorenzo Bull, of Illinois; William H. Swift, Samuel T. Dana, John Bertram, Franklin S. Stevens, Edward R. Tinker, of Massachusetts; Franklin Gorin, Laban J. Bradford, John T. Levis, of Kentucky; James Dunning, John M. Wood, Edwin Noyes, Joseph Eaton, of Maine; Henry H. Baxter, George W. Collamer, Henry Keyes, Thomas H. Caulfield, of Vermont; William S. Ladd, A. M. Berry, Benjamin F. Harding, of Oregon; William Bunn, junior, John Catlin, Levi Sterling, John Thompson, Elihu L. Phillips, Walter D. McIndoe, T. B. Soddard, E. H. Broadhead, A. H. Virgin, of Wisconsin; Charles Paine, Thomas A. Morris, David C. Branham, Samuel Hanna, Jonas Votaw, Jesse L. Williams, Isaac C. Elston, of Indiana; Thomas Swann, Chauncey

Brooks, Edward Wilkins, of Maryland; Francis R. E. Cornell, David Blakely, A. D. Seward, Henry A. Swift, Dwight Woodbury, John McCusick, John R. Jones, of Minnesota; Joseph A. Gilmore, Charles W. Woodman, of New Hampshire; W. H. Grimes, J. C. Stone, Chester Thomas, John Kerr, Werter R. Davis, Luther C. Challis, Josiah Miller, of Kansas; Gilbert C. Monell, Augustus Kountz, T. M. Marquette, William H. Taylor, Alvin Saunders, of Nebraska; and John Evans, of Colorado; together with five commissioners to be appointed by the Secretary of the Interior, and all persons who shall or may be associated with them, and their successors are hereby created and erected into a body corporate and politic in deed and in law, by the name, style, and title of "The Union Pacific Railroad Company;" and by that name shall have perpetual succession, and shall be able to sue and to be sued, plead and be impleaded, defend and be defended, in all courts of law and equity within the United States, and may make and have a common seal; and the said corporation is hereby authorized and empowered to lay out, locate, construct, furnish, maintain, and enjoy a continuous railroad and telegraph, with the appurtenances, from a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican river and the North margin of the valley of the Platte river, in the Territory of Nebraska, to the western boundary of Nevada Territory, upon the route and terms hereinafter provided, and is hereby vested with all the powers, privileges and immunities necessary to carry into effect the purposes of this act as herein set forth. The capital stock of said company shall consist of one hundred thousand shares of one thousand dollars each, which shall be subscribed for and held in not more than two hundred shares by any one person, and shall be transferable in such manner as the by-laws of said corporation shall provide. The persons hereinbefore named, together with those to be appointed by the Secretary of the Interior, are hereby constituted and appointed commissioners, and such body shall be called the Board of Commissioners of the Union Pacific Railroad and Telegraph Company, and twenty-five shall constitute a quorum for the transaction of business. The first meeting of said board shall be held at Chicago at such time as the commissioners from Illinois herein named shall appoint, not more than three nor less than one month after the passage of this act, notice of which shall be given by them to the other commissioners by depositing a call thereof in the post office at Chicago, post-paid, to their address, at least forty days before said meeting, and also by publishing said notice in one daily newspaper in each of the cities of Chicago and St. Louis. Said board shall organize by the choice from its number of a president, secretary, and treasurer, and they shall require from said treasurer such bonds as may be deemed proper, and may from time to time increase the amount thereof as they may deem proper. It shall be the duty of said board of commissioners to open books, or cause books to be opened, at such times and in such principal cities in the United States as they or a quorum of them shall determine, to receive subscriptions to the capital stock of said corporation, and a cash payment of ten per centum on all subscriptions, and to receipt therefor. So soon as two thousand shares shall be in good faith subscribed for, and ten dollars per share actually paid into the treasury of the company, the said president and secretary of said board of commissioners shall appoint a time and place for the first meeting of subscribers to the stock of said company, and shall give notice thereof in at least one newspaper in each State in which subscription books have been opened at least thirty days previous to the day of meeting, and such subscribers as shall attend the meeting so called, either in person or by proxy, shall then and there elect by ballot not less than thirteen directors for said corporation; and in such election each share of said capital shall entitle the owner thereof to one vote. The president and secretary of the board of commissioners

shall act as inspectors of said election, and shall certify under their hands the names of the directors elected at said meeting; and the said commissioners, treasurer and secretary shall then deliver over to said directors all the properties, subscription books and other books in their possession, and thereupon the duties of said commissioners and the officers previously appointed by them shall cease and determine forever, and thereafter the stockholders shall constitute said body politic and corporate. At the time of the first and each triennial election of directors by the stockholders two additional directors shall be appointed by the President of the United States, who shall act with the body of directors, and to be denominated directors on the part of the government; any vacancy happening in the government directors at any time may be filled by the President of the United States. The directors to be appointed by the President shall not be stockholders in the Union Pacific Railroad Company. The directors so chosen shall, as soon as may be after their election, elect from their own number a president and vice-president, and shall also elect a treasurer and secretary. No person shall be a director in said company unless he shall be a bona fide owner of at least five shares of stock in the said company, except the two directors to be appointed by the President as aforesaid. Said company, at any regular meeting of the stockholders called for that purpose, shall have power to make by-laws, rules and regulations as they shall deem needful and proper, touching the disposition of the stock, property, estate and effects of the company, not inconsistent herewith, the transfer of shares, the term of office, duties and conduct of their officers and servants, and all matters whatsoever which may appertain to the concerns of said company, and the said board of directors shall have power to appoint such engineers, agents and subordinates as may from time to time be necessary to carry into effect the object of this act, and to do all acts and things touching the location and construction of said road and telegraph. Said directors may require payment of subscriptions to the capital stock, after due notice, at such times and in such proportions as they shall deem necessary to complete the railroad and telegraph within the time in this act prescribed. Said president, vice-president and directors shall hold their office for three years, and until their successors are duly elected and qualified, or for such less time as the by-laws of the corporation may prescribe; and a majority of said directors shall constitute a quorum for the transaction of business. The secretary and treasurer shall give such bonds, with such security, as the said board shall from time to time require, and shall hold their offices at the will and pleasure of the directors. Annual meetings of the stockholders of the said corporation, for the choice of officers (when they are to be chosen) and the transaction of annual business, shall be holden at such time and place and upon such notice as may be prescribed by the by-laws.

Sec. 2. And be it further enacted, That the right of way through the public lands be, and the same is hereby granted to said company for the construction of said railroad and telegraph line; and the right, power and authority is hereby given to said company to take from the public lands adjacent to the line of said road, earth, stone, timber and other materials for the construction thereof; said right of way is granted to said railroad to the extent of two hundred feet in width on each side of the line of said railroad where it may pass over the public lands, including all necessary grounds for stations, buildings, workshops and depots, machine shops, switches, side tracks, turntables and water stations. The United States shall extinguish as rapidly as may be the Indian titles to all lands falling under the operation of this act and required for the said right of way and grants hereinafter made.

Sec. 3. And be it further enacted, That there be and is hereby granted to said company, for the purpose of aiding in the construction of said railroad and the telegraph line, and to secure the

safe and speedy transportation of the mails, troops, munitions of war, and public stores thereon, every alternate section of public land, designated by odd numbers, to the amount of five alternate sections per mile on each side of said railroad, on the line thereof, and within the limits of ten miles on each side of said road, not sold, reserved, or otherwise disposed of by the United States, and to which a pre-emption or homestead claim may not have attached, at the time the line of said road is definitely fixed: Provided, That all mineral lands shall be excepted from the operation of this act; but where the same shall contain timber, the timber thereon is hereby granted to said company. And all such lands, so granted by this section, which shall not be sold or disposed of by said company within three years after the entire road shall have been completed, shall be subject to settlement and pre-emption, like other lands, at a price not exceeding one dollar and twenty-five cents per acre, to be paid to said company.

Sec. 4. And be it further enacted, That whenever said company shall have completed forty consecutive miles of any portion of said railroad and telegraph line, ready for the service contemplated by this act, and supplied with all necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts, watering places, depots, equipments, furniture, and all other appurtenances of a first class railroad, the rails and all the other iron used in the construction and equipment of said road to be American manufacture of the best quality, the President of the United States shall appoint three commissioners to examine the same and report to him in relation thereto; and if it shall appear to him that forty consecutive miles of said railroad and telegraph line have been completed and equipped in all respects as required by this act, then upon certificate of said commissioners to that effect, patents shall issue conveying the right and title to said lands to said company, on each side of the road as far as the same is completed, to the amount aforesaid; and patents shall in like manner issue as each forty miles of said railroad and telegraph line are completed, upon certificate of said commissioners. Any vacancies occurring in said Board of Commissioners by death, resignation, or otherwise, shall be filled by the President of the United States: Provided, however, that no such commissioners shall be appointed by the President of the United States unless there shall be presented to him a statement, verified on oath by the President of said company, that such forty miles have been completed in the manner required by this act, and setting forth with certainty the points where such forty miles begin and where the same end; which oath shall be taken before a judge of a court of record.

Sec. 5. And be it further enacted, That for the purpose herein mentioned, the Secretary of the Treasury shall upon the certificate in writing of said commissioners of the completion and equipment of forty consecutive miles of said railroad and telegraph, in accordance with the provisions of this act, issue to said company bonds of the United States of one thousand dollars each, payable in thirty years after date, bearing six per centum per annum interest, (said interest payable semi-annually,) which interest may be paid in United States treasury notes or any other money or currency which the United States have or shall declare lawful money and a legal tender, to the amount of sixteen of said bonds per mile for such section of forty miles; and to secure the repayment to the United States, as hereinafter provided, of the amount of said bonds so issued and delivered to said company, together with all interest thereon which shall have been paid by the United States, the issue of said bonds and delivery to the company shall ipso facto constitute a first mortgage on the whole line of the railroad and telegraph, together with the rolling stock, fixtures and property of every kind and description, and in consideration of which said bonds may be issued; and on the refusal or failure of said company to redeem said bonds, or any part of them when required so to do by the Secretary of the

Treasury, in accordance with the provisions of this act, the said road, with all the rights, functions, immunities and appurtenances thereunto belonging, and also all lands granted to the said company by the United States, which, at the time of said default, shall remain in the ownership of the said company, may be taken possession of by the Secretary of the Treasury, for the use and benefit of the United States: Provided, This section shall not apply to that part of any road now constructed.

Sec. 6. And be it further enacted, That the grants aforesaid are made upon condition that said company shall pay said bonds at maturity, and shall keep said railroad and telegraph line in repair and use, and shall at all times transmit dispatches over said telegraph line, and transport mails, troops, and munitions of war, supplies, and public stores upon said railroad for the Government, whenever required to do so by any department thereof, and that the Government shall at all times have the preference in the use of the same for all the purposes aforesaid, (at fair and reasonable rates of compensation, not to exceed the amounts paid by private parties for the same kind of service;) and all compensation for services rendered for the Government shall be applied to the payment of said bonds and interest until the whole amount is fully paid. Said company may also pay the United States, wholly or in part, in the same or other bonds, treasury notes, or other evidences of debt against the United States, to be allowed at par; and after said road is completed, until said bonds and interest are paid, at least five per centum of the net earnings of said road shall also be annually applied to the payment thereof.

Sec. 7. And be it further enacted, That said company shall file their assent to this act, under the seal of said company, in the Department of the Interior, within one year after the passage of this act, and shall complete said railroad and telegraph from the point of beginning as hereinafter provided, to the western boundary of Nevada Territory before the first day of July, one thousand eight hundred and seventy-four: Provided, That within two years after the passage of this act said company shall designate the general route of said road as near as may be, and shall file a map of the same in the Department of the Interior, whereupon the Secretary of the Interior shall cause the lands within fifteen miles of said designated route or routes, to be withdrawn from pre-emption private entry, and sale; and when any portion of said route shall be finally located, the Secretary of the Interior shall cause the lands hereinbefore granted to be surveyed and set off as fast as may be necessary for the purposes herein named: Provided, That in fixing the point of connexion of the main trunk with the eastern connexions, it shall be fixed at the most practicable point for the construction of the Iowa and Missouri branches as hereinafter provided.

Sec. 8. And be it further enacted, That the line of said railroad and telegraph shall commence at a point on the one hundredth meridian of longitude west from Greenwich, between the south margin of the valley of the Republican river and the north margin of the valley of the Platt river, in the Territory of Nebraska, at a point to be fixed by the President of the United States, after actual surveys; thence running westerly upon the most direct central and practicable route, through the territories of the United States, to the western boundary of the Territory of Nevada, there to meet and connect with the line of the Central Pacific Railroad Company of California.

Sec. 9. And be it further enacted, that the Leavenworth, Pawnee and Western Railroad Company of Kansas are hereby authorized to construct a railroad and telegraph line from the Missouri river, at the mouth of the Kansas river on the south side thereof, so as to connect with the Pacific Railroad of Missouri, to the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, as herein provided, upon the same terms and conditions in all respects as are provided in this act for the construction of the

road and telegraph line first mentioned, and to meet and connect with the same at the meridian of longitude aforesaid; and in case the general route or line of road from the Missouri river to the Rocky Mountains should be so located as to require a departure northwardly from the proposed line of said Kansas railroad before it reaches the meridian of longitude aforesaid, the location of said Kansas road shall be made so as to conform thereto; and said railroad through Kansas shall be so located between the mouth of the Kansas river, as aforesaid and the aforesaid point, on the one hundredth meridian of longitude, that the several railroads from Missouri and Iowa, herein authorized to connect with the same, can make the connection within the limits prescribed in this act, provided the same can be done without deviating from the general direction of the whole line to the Pacific coast. The route in Kansas, west of the meridian of Fort Riley, to the aforesaid point, on the one hundredth meridian of longitude, to be subject to the approval of the President of the United States, and to be determined by him on actual survey. And said Kansas company may proceed to build said railroad to the aforesaid point, on the one hundredth meridian of longitude west from Greenwich, in the Territory of Nebraska. The Central Pacific Railroad Company of California, a corporation existing under the laws of the State of California, are hereby authorized to construct a railroad and telegraph line from the Pacific coast, at or near San Francisco, or the navigable waters of the Sacramento river, to the eastern boundary of California, upon the same terms and conditions, in all respects, as are contained in this act for the construction of said railroad and telegraph line first mentioned, and to meet and connect with the first mentioned railroad and telegraph line on the eastern boundary of California. Each of said companies shall file their acceptance of the conditions of this act in the Department of the Interior within six months after the passage of this act.

Sec. 10. And be it further enacted, That the said company chartered by the State of Kansas shall complete one hundred miles of their said road commencing at the mouth of the Kansas river as aforesaid, within two years after filing their assent to the conditions of this act, as herein provided, and one hundred miles per year thereafter until the whole is completed; and the said Central Pacific Railroad Company of California shall complete fifty miles of their said road within two years after filing their assent to the provisions of this act, as herein provided, and fifty miles per year thereafter until the whole is completed; and after completing their roads, respectively, said companies, or either of them, may unite upon equal terms with the first-named company in constructing so much of said railroad and telegraph line, and branch railroads and telegraph lines in this act hereinafter mentioned, through the Territories from the State of California to the Missouri river, as shall then remain to be constructed, on the same terms and conditions as provided in this act in relation to the said Union Pacific Railroad Company. And the Hannibal and St. Joseph Railroad, the Pacific Railroad Company of Missouri, and the first named company or either of them on filing their assent to this act, as aforesaid, may unite upon equal terms, under this act, with the said Kansas company, in constructing said railroad and telegraph, to said meridian of longitude, with the consent of the said State of Kansas: and in case said first named company shall complete their line to the eastern boundary of California before it is completed across said State by the Central Pacific Railroad Company of California, said first-named company is hereby authorized to continue in constructing the same through California, with the consent of said State, upon the terms mentioned in this act, until said roads shall meet and connect, and the whole line of said railroad and telegraph is completed; and the Central Pacific Railroad Company of California, after completing its road across said State is authorized to continue the construction of said railroad and telegraph through the Territories of the United

States to the Missouri river, including the branch roads specified in this act, upon the routes hereinbefore and hereinafter indicated, on the terms and conditions provided in this act in relation to the said Union Pacific Railroad Company, until said roads shall meet and connect, and the whole line of said railroad and branches and telegraph is completed.

Sec. 11. And be it further enacted, That for three hundred miles of said road most mountainous and difficult of construction, to wit: one hundred and fifty miles westwardly from the eastern base of the Rocky Mountains and one hundred and fifty miles eastwardly from the western base of the Sierra Nevada Mountains, said points to be fixed by the President of the United States, the bonds to be issued to aid in the construction thereof shall be treble the number per mile hereinbefore provided, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof, upon the certificate of the commissioners aforesaid that twenty consecutive miles of the same are completed; and between the sections last named of one hundred and fifty miles each the bonds to be issued to aid in the construction thereof shall be double the number per mile first mentioned, and the same shall be issued, and the lands herein granted be set apart, upon the construction of every twenty miles thereof upon the certificate of the commissioners as aforesaid that twenty consecutive miles of the same are completed: Provided, That no more than fifty thousand of said bonds shall be issued under this act to aid in constructing the main line of said railroad and telegraph.

Sec. 12. And be it further enacted, That whenever the route of said railroad shall cross the boundary of any State or Territory, or said meridian of longitude, the two companies meeting or uniting there shall agree upon its location at that point, with reference to the most direct and practicable through route, and in case of difference between them as to said location, the President of the United States shall determine the said location; the companies named in each State and Territory to locate the road across the same between the points so agreed upon, except as herein provided. The track upon the entire line of railroad and branches shall be of uniform width, to be determined by the President of the United States, so that, when completed, cars can be run from the Missouri river to the Pacific coast; the grades and curves shall not exceed the maximum grades and curves of the Baltimore and Ohio railroad; the whole line of said railroad and branches and telegraph shall be operated and used for all purposes of communication, travel, and transportation, so far as the public and Government are concerned, as one connected, continuous line; and the companies herein named in Missouri, Kansas, and California, filing their assent to the provision of this act, shall receive and transport all iron rails, chairs, spikes, ties, timber, and all materials required for constructing and furnishing said first mentioned line between the aforesaid point, on the one hundredth meridian of longitude and western boundary of Nevada Territory, whenever the same is required by said first-named company, at cost, over that portion of the roads of said companies constructed under the provisions of this act.

Sec. 13. And be it further enacted, That the Hannibal and St. Joseph Railroad Company of Missouri may extend its roads from St. Joseph, via Atchison, to connect and unite with the road through Kansas, upon filing its assent to the provisions of this act, upon the same terms and conditions, in all respects, for one hundred miles in length next to the Missouri river, as are provided in this act for the construction of the railroad and telegraph line first mentioned, and may for this purpose use any railroad charter which has been or may be granted by the Legislature of Kansas: Provided, that if actual survey shall render it desirable, the said company may construct their road with the consent of the Kansas Legislature, on the most direct and practicable route west from St. Joseph, Missouri, so as to connect and unite with

the road leading from the western boundary of Iowa at any point east of the one hundredth meridian of west longitude, or with the main trunk road at said point; but in no event shall lands or bonds be given to said company, as herein directed, to aid in the construction of their said road for a greater distance than one hundred miles. And the Leavenworth, Pawnee and Western Railroad Company of Kansas may construct their road from Leavenworth to unite with the road through Kansas.

Sec. 14. And be it further enacted, That the said Union Pacific Railroad Company is hereby authorized and required to construct a single line of railroad and telegraph from a point on the western boundary of the State of Iowa, to be fixed by the President of the United States, upon the most direct and practicable route, to be subject to his approval, so as to form a connection with the lines of said company at some point on the one hundredth meridian of longitude aforesaid, from the point of commencement on the western boundary of the State of Iowa, upon the same terms and conditions, in all respects, as are contained in this act for the construction of the said railroad and telegraph first mentioned; and the said Union Pacific Railroad Company shall complete one hundred miles of the road and telegraph in this section provided for in two years after filing their assent to the conditions of this act, as by the terms of this act required, and at the rate of one hundred miles per year thereafter, until the whole is completed; Provided, That a failure upon the part of said company to make said connection in the time aforesaid, and to perform the obligations imposed on said company by this section, and to operate said road in the same manner as the main line shall be operated, shall forfeit to the Government of the United States all the rights, privileges and franchises granted to and conferred upon said company by this act. And whenever there shall be a line of railroad completed through Minnesota or Iowa to Sioux City, then the said Union Pacific Railroad Company is hereby authorized and required to construct a railroad and telegraph from said Sioux City upon the most direct and practicable route to a point on, and so as to connect with the branch railroad and telegraph in this section hereinbefore mentioned, or with the said Union Pacific Railroad, said point of junction to be fixed by the President of the United States, not further west than the one hundredth meridian of longitude aforesaid, and on the same terms and conditions as provided in this act for the construction of the Union Pacific Railroad aforesaid, and to complete the same at the rate of one hundred miles per year; and should said company fail to comply with the requirements of this act in relation to the said Sioux City railroad and telegraph, the said company shall suffer the same forfeitures prescribed in relation to the Iowa Branch railroad and telegraph hereinbefore mentioned.

Sec. 15. And be it further enacted, That any other railroad company now incorporated, or hereafter to be incorporated, shall have the right to connect their road with the road and branches provided for by this act, at such places and upon such just and equitable terms as the President of the United States may prescribe. Wherever the word company is used in this act it shall be construed to embrace the words their associates, successors and assigns, the same as if the words had been properly added thereto.

Sec. 16. And be it further enacted, That at any time after the passage of this act all of the railroad companies named herein, and assenting hereto, or any two or more of them, are authorized to form themselves into one consolidated company: notice of such consolidation, in writing, shall be filed in the Department of the Interior, and such consolidated company shall thereafter proceed to construct said railroad and branches, and telegraph line, upon the terms and conditions provided in this act.

Sec. 17. And be it further enacted, That in case said company or companies shall fail to comply with the terms and conditions of this act, by not completing said road and telegraph and branches

within a reasonable time, or by not keeping the same in repair and use, but shall permit the same, for an unreasonable time, to remain unfinished or out of repair and unfit for use; Congress may pass any act to insure the speedy completion of said road and branches or put the same in repair and use, and may direct the income of said railroad and telegraph line to be thereafter devoted to the use of the United States, to repay all such expenditures caused by the default and neglect of such company or companies; Provided, That if said roads are not completed so as to form a continuous line of railroad, ready for use, from the Missouri river to the navigable waters of the Sacramento river, in California, by the first day of July, eighteen hundred and seventy-six; the whole of all of said railroads before mentioned, and to be constructed under the provisions of this act, together with all their furniture, fixtures, rolling stock, machine-shops, lands, tenements, and hereditaments, and property of every kind and character, shall be forfeited to and be taken possession of by the United States; Provided, That of the bonds of the United States in this act provided to be delivered for any and all parts of the roads to be constructed east of the one hundredth meridian of west longitude from Greenwich, and for any part of the road west of the west foot of the Sierra Nevada mountain, there shall be reserved of each part and instalment twenty-five per centum, to be and remain in the United States Treasury, undelivered, until said road, and all parts thereof provided for in this act, are entirely completed; and of all the bonds provided to be delivered for the said road, between the two points aforesaid, there shall be reserved out of each instalment fifteen per centum, to be and remain in the Treasury until the whole of the road provided for in this act is fully completed; and if the said road, or any part thereof, shall fail of completion at the time limited therefor in this act, then, and in that case, the said part of said bonds so reserved shall be forfeited to the United States.

Sec. 18. And be it further enacted, That whenever it appears that the net earnings of the entire road and telegraph, including the amount allowed for services rendered for the United States, after deducting all expenditures, including repairs and the furnishing, running, and managing of said road, shall exceed ten per centum upon its cost, exclusive of the five per centum to be paid to the United States, Congress may reduce the rates of fare thereon, if unreasonable in amount, and may fix and establish the same by law. And the better to accomplish the object of this act, namely, to promote the public interest and welfare by the construction of said railroad and telegraph line, and keeping the same in working order, and to secure to the government at all times (but particularly in time of war) use and benefits of the same for postal, military and other purposes, Congress may, at any time, having due regard for the rights of said companies named hereip, add to, alter, amend, or repeal this act.

Sec. 19. And be it further enacted, That the several railroad companies herein named are authorized to enter into an arrangement with the Pacific Telegraph Company, the Overland Telegraph Company, and the California State Telegraph Company, so that the present line of telegraph between the Missouri river and San Francisco may be moved upon or along the line of said railroad and branches as fast as said roads and branches are built; and if said arrangement be entered into, and the transfer of said telegraph line be made in accordance therewith to the line of said railroad and branches, such transfer shall, for all purposes of this act, be held and considered a fulfillment on the part of said railroad companies of the provisions of this act in regard to the construction of said line of telegraph. And, in case of disagreement, said telegraph companies are authorized to remove their line of telegraph along and upon the line of railroad herein contemplated without prejudice to the rights of said railroad companies named herein.

Sec. 20. And be it further enacted, That the corporation hereby created and the roads connect-

ed therewith, under the provisions of this act, shall make to the Secretary of the Treasury an annual report, wherein shall be set forth—

First. The names of the stockholders and their places of residence, so far as the same can be ascertained;

Second. The names and residences of the directors, and all other officers of the company;

Third. The amount of stock subscribed, and the amount thereof actually paid in;

Fourth. A description of the lines of road surveyed, of the lines thereof fixed upon for the construction of the road, and the cost of such survey;

Fifth. The amount received from passengers on the road.

Sixth. The amount received for freight thereon;

Seventh. A statement of the expense of said road and its fixtures;

Eighth. A statement of the indebtedness of said company, setting forth the various kinds thereof. Which report shall be sworn to by the president of the said company, and shall be presented to the Secretary of the Treasury on or before the first day of July in each year.

Failures in the United States.

We annex some statistics of insolvencies as given by the Hon. Elijah Ward in a late speech in the House of Representatives of the United States.

The failures for \$5,000 and upward have been as follows:

Years.	No. failures.	Liabilities.
1857.....	4,932	\$291,750,000
1858.....	4,225	95,749,662
1859.....	3,913	64,394,000
1860.....	3,676	79,807,845
1861.....	6,993	207,210,427

Total.....23,739 \$738,911,934

It is estimated that in 1857, 1858, and 1859 the liabilities of swindling and absconding debtors were \$10,635,500; liabilities paid in full, \$39,315,000, and paid preferred creditors, \$286,400,000.

In 1857, 1858, 1859, 1860, and 1861 the liabilities of insolvents were:

In the Eastern States.....	\$120,521,921
In the Western States.....	153,787,978
In the Middle States.....	376,937,955
In the Southern States.....	86,910,628

Total.....\$738,158,482

The amount of the failures under \$5,000 is estimated to be at least one-third of the above, or about \$250,000,000, and the number of insolvents is considered to be quite as numerous, or say 24,000 firms.

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July 12, 1862. 4:29 Secretary, D. & S. C. R. R.

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A. & P. ROBERTS,
PENCOYD IRON WORKS,
 OFFICE No. 410 WALNUT STREET,
PHILADELPHIA.
 Rolled or Hammered Car Axles, Bar Iron
 and Forgings.

A. WHITNEY & SONS
CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,
PHILADELPHIA, PENN.,
FURNISH

CHILLED WHEELS,
FOR CARS, TRUCKS, and TENDERS.

CHILLED
Driving Wheels and Tires
FOR LOCOMOTIVES.

ROLLED AND HAMMERED AXLES.
WHEELS and AXLES,
FITTED COMPLETE.

G. C. LOBDELL. H. S. McCOMBS. D. P. BUSH
BUSH & LOBDELL,
WILMINGTON, DELAWARE,
 MANUFACTURERS OF

CHILLED WHEELS

AND

TIRES,
FOR RAILROAD CARS

AND

Locomotive Engines,
ARE PREPARED TO EXECUTE PROMPTLY
ORDERS TO ANY EXTENT FOR THEIR
CELEBRATED WHEELS,

EITHER SINGLE OR DOUBLE PLATE,
WITH OR WITHOUT AXLES.

WHEELS FITTED
To HAMMERED or ROLLED AXLES,

IN THE BEST MANNER, AT THE SHORTEST NOTICE,
AND ON THE MOST REASONABLE TERMS.

THE ROGERS
Locomotive & Machine
WORKS,
 SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,
 HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
COAL OR WOOD BURNING
LOCOMOTIVE ENGINES
 AND OTHER VARIETIES OF
RAILROAD MACHINERY.
J. S. ROGERS, Pres't, } Paterson, N. J.
WM. S. HUDSON, Sup't, }
M. K. JESUP, Vice Pres't,
L. P. STARR, Sec'y and Treas'r.
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THE
TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,
TAUNTON, MASS.,
 HAVING large facilities, and having had a long experience in the business, are prepared to furnish
LOCOMOTIVES,
 EITHER FOR BURNING WOOD OR COAL,
 OF THE MOST APPROVED CONSTRUCTION.
 ALSO ALL KINDS OF
RAILROAD MACHINERY,
 STATIONARY ENGINES AND BOILERS,
 SUGAR MILLS, SHAFING, ETC.
W. W. FAIRBANKS, Agent.
HARRISON TWEED, Treas.

Locomotive Engines.
DANFORTH, COOK & CO.,
PATERSON, N. J.,

HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.
 Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.
 The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,
LOCOMOTIVE STEAM ENGINE
BUILDERS.
 SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,

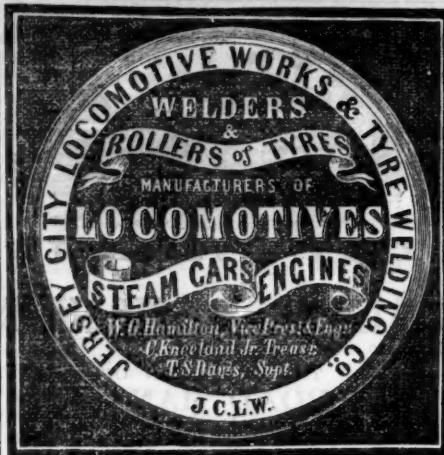
ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
RAILWAY TOOLS AND
MACHINERY.
 MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

IRVING HOUSE,
 NEW YORK,
 BROADWAY AND TWELFTH STREET,
 ENTRANCE, 45 TWELFTH STREET.

THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the EUROPEAN PLAN.

PROPRIETORS:

GEO. W. HUNT,
 Late of the Brevoort House, Fifth Avenue.
CHAS. W. NASH,
 Formerly of the Great Republic.



LEMUEL W. SERRELL,
SOLICITOR OF
AMERICAN & FOREIGN PATENTS,
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VENTILATION.
 THE undersigned has devised and patented the only system of VENTILATION for Buildings, Vessels, RAILROAD CARS, etc., by which spontaneous ventilation can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
 Address **HENRY RUTMAN,**
 Coburg, Canada.

THE GREAT FIRE IN TROY.
Unparalleled Triumph
OF
LILLIE'S SAFES!

The following certificates explain themselves:

TROY CITY BANK, May 21, 1862.
LEWIS LILLIE, Esq.,—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.
 Yours, respectfully, **S. K. STOW, Cashier.**

Troy, N. Y., May 14, 1862.
 The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes**, at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc., were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon, } **S. Bachelder,**
S. O. Gleason, } **Gates H. Barnard,**
Percy & King, } **W. D. Haight,**
McCoy & Beadle, } **Denio & Freiot,**
Coon & Van Valkenburgh, } **Walsh, Pettit & Anthony,**
S. S. McClure, } **D. H. Snyder,**
Ross & Smith, } **Jonathan Seaman.**
Robert Green, }
 Not dug out—nothing in them.

Troy, May 19, 1862.
 The undersigned had one of **Lillie's Wrought and Chilled Iron Safes**, which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

Troy, May 19, 1862.
 This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes**, which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.
I. M. SINGER & CO.,
 Per **G. W. BANCROCK, Agent.**

This is to certify that the undersigned had one of **Lillie's Patent Chilled Iron Safes** in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.
GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by **World's Safe Company**, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

Troy, May 19, 1862.
 The undersigned, having Safes manufactured by the late **World's Safe Company**, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by **LEWIS LILLIE**, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett, } **Silliman, Matthews & Co.,**
Flood & Dunham, } **E. L. Mallory,**
John Hutchinson, } **E. H. Virgil,**
 Supt National Express Co.

The undersigned, having Safes manufactured by the late **World's Safe Company**, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by **LEWIS LILLIE**, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectives against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Agent.

Troy, May 19, 1862.
 To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by **World's Safe Company**) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

Troy, May 19, 1862.
 The undersigned, using Safes manufactured by the **World's Safe Company**, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only a part legible. In justice to **Mr. Lewis Lillie**, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton, } **Luther Greenman,**
Bennett, Strickland & Fellows, } **E. W. Johnson,**
Corless & House, } **J. H. Goodsell.**

Troy, N. Y., May 17, 1862.
LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1853 of the late **World's Safe Company**. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out unharmed. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by **Herring** and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 198 Broadway, New York.

T. G. SELLEW,
 MANUFACTURER OF
Desks and Office Furniture,
WAREROOM, No. 107 FULTON ST.,
 Near Nassau, N. Y.
LIBRARY FURNITURE made to order